



Hongkong Daily Press

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

Chas. Rays of the Sun
ARE RENDERED HARMLESS
BY USING
CROOKES' GLASSES
SUPPLIED BY
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 19,701.

號一零百七千九百一第

日三十月六年酉辛

HONGKONG, WEDNESDAY, JULY 27th, 1921.

三拜禮

號三十月七年拾國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS JUST LANDED

ALLSOPP'S
BRITISH
PILSENER BEER
BREWED AND BOTTLED AT
BURYON-ON-TRENT

SOLE AGENTS:
CALDBECK,
MACGREGOR &
CO., LTD.,
15, QUEEN'S ROAD CENTRAL,
Tel. No. 78.

CARTRIDGES!

NEWLY ARRIVED.
A large consignment of ELEY'S
SPORTING CARTRIDGES, 12,
16 and 20 bore, loaded with the Sportsman's
favorite powders—E. C. and SMOKE-
LESS DYNAMITE.
THE HONGKONG SPORTING ARMS
& AMMUNITION STORE,
Nos. 5-6, Beaconsfield Arcade.

A LING & CO.,
19, Queen's Road Central,
HONGKONG.
FURNITURE AND PHOTO
GOODS STORE.
Glass Etching, Sign-Board and
Mirror Makers.
Canton Marble in Various Shades.
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging
Undertaken.
Telephone 1219.

FRENCH LESSONS
G. MOUSSON,
15, Morrison Hill Road.

PEAK TRAMWAY CO.,
LIMITED.
TIME-TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " " " " 10 " "
9.30 " " " " " 15 " "
11.30 " " " " " 15 " "
12.30 p.m. " " " " " 15 " "
1.30 " " " " " 15 " "
2.30 " " " " " 15 " "
3.30 " " " " " 15 " "
4.30 " " " " " 15 " "
5.00 " " " " " 10 " "
NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.
SATURDAY.
Extra Car—12 midnight.
SUNDAY.
7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 " " " " " 10 " "
11.30 " " " " " 15 " "
12.30 noon " " " " " 15 " "
1.00 p.m. " " " " " 15 " "
5.30 " " " " " 10 " "
6.00 " " " " " 15 " "
6.30 " " " " " 10 " "
NIGHT CARS
As on Week Days.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road.
Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables,
but not for special cars, can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Compro Order represent-
ing Bank Notes.

KOWLOON-CANTON RAILWAY.

On and after MONDAY, JANUARY 24th, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS														
Stations	No. 14	No. 13	No. 8	No. 7	No. 6	No. 5	No. 4	No. 3	No. 2	No. 1	No. 0	No. 17	No. 16	No. 15
	Local	Express	Through	Slow	Local	Express	Through	Slow	Local	Express	Through	Local	Express	Through
TON (Tai Sha Tau)	dep.		8.00		8.45		7.40		7.30		7.40			
SHEN LUNG	dep.		9.11		11.50		8.45		8.40		8.45			
Shum Chun	dep.		9.18		11.45		8.40		8.35		8.40			
Shuanghai	dep.		11.07		9.30		8.40		8.35		8.40			
Yuenai	dep.	7.34	11.13		8.07	6.30	11.40		8.40	1.50	1.55	8.00	8.04	8.01
Yuenai	dep.	7.34			8.15	6.57	11.45		8.40	1.50	1.55	8.00	8.10	8.01
Yuenai	dep.	7.34			8.15	6.57	11.45		8.40	1.50	1.55	8.00	8.10	8.01
Yuenai	dep.	7.43			8.17	6.54	12.03		8.40	1.50	1.55	8.00	8.10	8.01
Yuenai	dep.	7.49			8.20	6.50	12.08		8.40	1.50	1.55	8.00	8.10	8.01
Yuenai	dep.	8.03			8.37	7.12	12.35		8.40	1.50	1.55	8.00	8.10	8.01
Yuenai	dep.	7.57	8.19		8.01	6.37	12.30		8.40	1.50	1.55	8.00	8.10	8.01
Yuenai	dep.	7.51	8.20		8.07	6.38	12.41		8.40	1.50	1.55	8.00	8.10	8.01
Yuenai	dep.	7.54	8.23	11.09	8.10	6.43	12.44		7.35	8.10	8.20	8.02	8.08	8.04
UP TRAINS														
Stations	No. 14	No. 13	No. 8	No. 7	No. 6	No. 5	No. 4	No. 3	No. 2	No. 1	No. 0	No. 17	No. 16	No. 15
	Local	Express	Through	Slow	Local	Express	Through	Slow	Local	Express	Through	Local	Express	Through
Ferry	dep.													
SHEN LUNG	dep.	6.25	6.55	7.55	8.58		9.15	10.15	11.05	1.05		8.15	8.25	8.05
Shum Chun	dep.	6.43	7.10	8.07	9.18		9.40	10.40	11.30	1.08		8.33	8.43	8.08
Shuanghai	dep.	6.47						10.11	11.01	1.12				
Yuenai	dep.	6.54	7.16					10.18	11.08	1.19		8.41	8.51	8.10
Yuenai	dep.	7.08						10.30	11.20	1.26				
Yuenai	dep.	7.19						10.38	11.28	1.37				
Yuenai	dep.	7.23						10.41	11.31	1.40				
Yuenai	dep.	7.28						10.46	11.36	1.45				
Yuenai	dep.	7.34						10.52	11.42	1.51				
Yuenai	dep.	7.39						10.57	11.47	1.56				
Yuenai	dep.	7.45						11.03	11.53	2.02				
Yuenai	dep.	7.51						11.09	11.59	2.08				
Yuenai	dep.	7.57						11.15	12.05	2.14				
Yuenai	dep.	8.03						11.21	12.11	2.20				
Yuenai	dep.	8.09						11.27	12.17	2.26				
Yuenai	dep.	8.15						11.33	12.23	2.32				
Yuenai	dep.	8.21						11.39	12.29	2.38				
Yuenai	dep.	8.27						11.45	12.35	2.44				
Yuenai	dep.	8.33						11.51	12.41	2.50				
Yuenai	dep.	8.39						11.57	12.47	2.56				
Yuenai	dep.	8.45						12.03	12.53	3.02				
Yuenai	dep.	8.51						12.09	12.59	3.08				
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Yuenai	dep.	9.51						13.09	13.59	4.08				
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Yuenai	dep.	11.51						15.09	15.59	6.08				
Yuenai	dep.	11.57						15.15	16.05	6.14				
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Yuenai	dep.	12.09						15.27	16.17	6.26				
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Yuenai	dep.	12.21						15.39	16.29	6.38				
Yuenai	dep.	12.27						15.45	16.35	6.44				
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Yuenai	dep.	12.51						16.09	16.59	7.08				
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Yuenai	dep.	17.09						20.27	21.17	11.26				
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Yuenai	dep.	17.27						20.45	21.35	11.44				
Yuenai	dep.	17.33						20.51	21.41	11.50				
Yuenai	dep.	17.39						20.57	21.47	11.56				
Yuenai	dep.	17.45		</										

THORNYCROFT

JOHN L. THORNYCROFT & CO., LIMITED.

SHIPBUILDERS AND ENGINEERS,

LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 10, Kiukiang Road.

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines

in Stock

For quotation apply—

SHANGHAI OFFICE.

BURBERRY'S

We have just received a large new consignment of "Burberry" Raincoats in several styles and pleasing colourings, and we shall be pleased if you will call and inspect them.

Quality, Style, Fit are all embodied in a "Burberry," but there is no need for us to praise "Burberry"; everybody knows a "Burberry" Raincoat is the very best obtainable.

"Burberry" Raincoats

\$50, \$105, \$120 & \$140 each.

MACKINTOSH & CO., LTD.,

Men's Wear Specialists,
16, Des Vaux Rd. Phone 29.

HONGKONG HOTEL CO., LIMITED.

OPERATING—

HONGKONG HOTEL GARAGE
RUSSELL STREET GARAGE
REFULSE BAY GARAGETelephone No. 32.
Telephone No. 659.
Telephone No. 881.

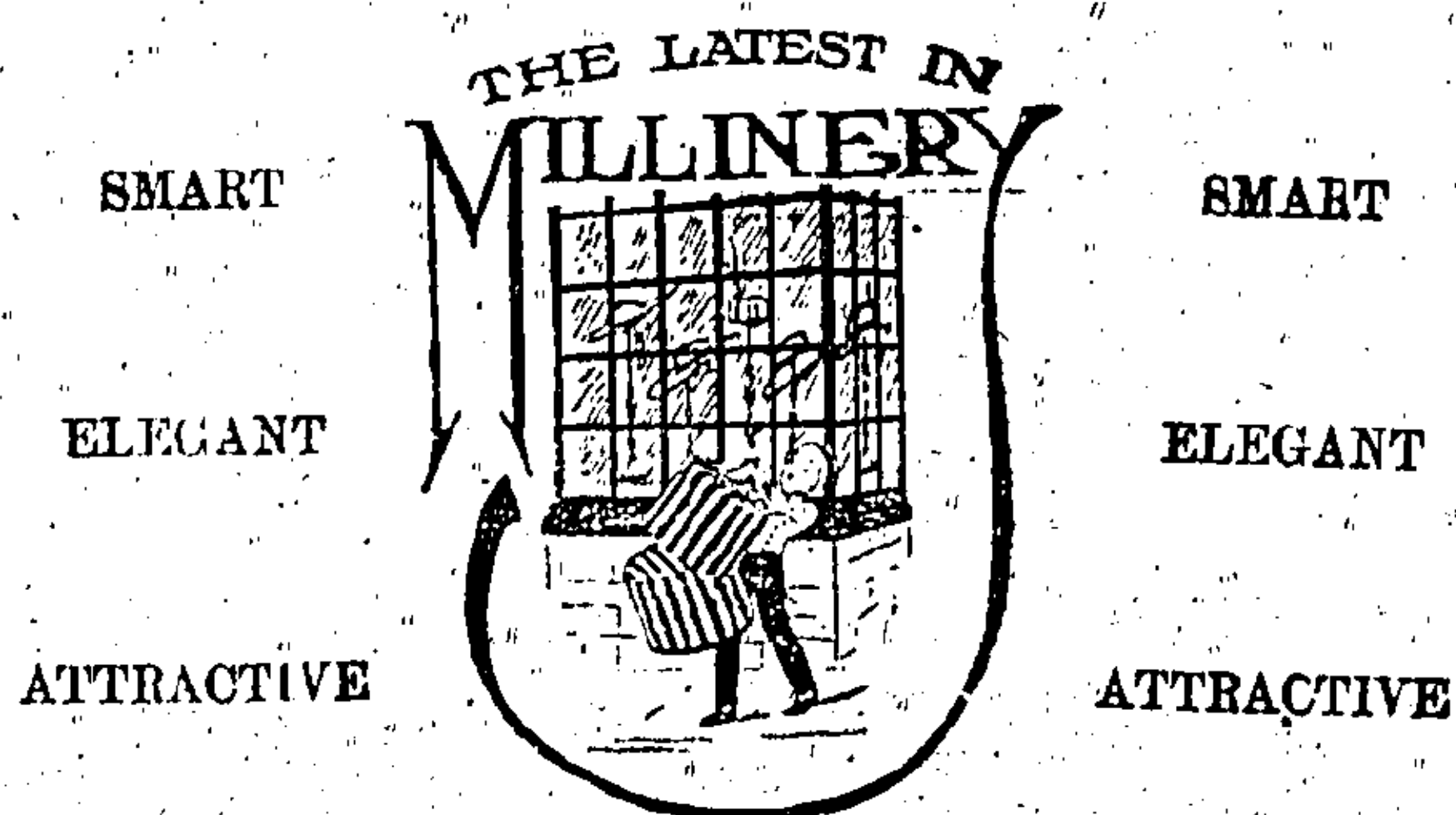
SOLE AGENTS FOR HONGKONG AND SOUTH CHINA

FOR

ROLLS ROYCE
STUDEBAKER CORPORATION
WHITE COMPANY
UNITED STATES RUBBER CO.
A. E. LE JEUNECabs.
Carrs.
Commercial Trucks.
Tyres & Rubber Goods.
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HEAD OFFICE AND SHOW ROOM IN PEDDER STREET.

JUST ARRIVED per s.s. "KALYAN" NEW MILLINERY



We have just unpacked a consignment of Ladies' Smart Ready-to-Wear Hats in the latest styles and Modes.

SMART BUT INEXPENSIVE

\$3.95 to \$12.50

NEW MILLINERY FOR CHILDREN

\$4.50 to \$13.50

NEW NET MUSLIN FRILLING

25 cts. to \$1.25 yd.

WHITEAWAY, LAIDLAW & CO., LTD.,

HONGKONG.

THE STORE FOR VALUE.

OPIUM ON A STEAMER.

APPLICATION FOR RE-HEARING REFUSED.

Application was made before Mr. G. N. Orme, at the Magistracy, yesterday afternoon, by Mr. Leo D'Almada for a re-hearing of a case in which a ship's coolie on the s.s. *On-Chas*, owned by the Kwong Tak S.S. Company, was fined \$1,800 with the alternative of six months imprisonment with hard labour, for unlawful possession of 20 tael of illicit opium, on July 19th.

Mr. D'Almada said the grounds of the application were (1) that no incriminating evidence was given, he submitted, to justify a conviction and (2) that material witnesses were not called. Therefore, on the evidence as a whole, the conviction was bad. Mr. D'Almada summarised the evidence as follows:—

(1)—John Brown, revenue officer, found two packages of opium underneath some firewood.

(2)—The manager of the steamship Company held "a sort of Star Chamber inquiry" and ordered the arrest of the defendant and another man.

(3)—The No. 1 coolie said each man accused the other.

(4)—A coolie saw the defendant, as Wuchow, place two packages under the firewood.

Mr. D'Almada remarked that there had been prosecutions of steamship companies and it was not unlikely that companies would like to absolve themselves from blame by trying to bring the guilt home to coolies.

Mr. F. E. Nash, who prosecuted at the hearing, said the quantity of opium found was less than that for which the owners of the ship would be held liable under the Ordinance.

The Magistrate said he would have certain qualms in taking the evidence of the man who said he saw the packages hidden at Wuchow, unless it was corroborated. The second defendant's evidence he would not take alone, either, but when two apparently quite independent parties gave evidence which agreed, he felt that it could be accepted. He could not help identifying the packages hidden with the packages found.

Mr. Orme was referring to the inquiry instituted by the shipping company when Mr. D'Almada objected that such inquiries were not evidence.

The Magistrate rejoined that it was really a very satisfactory way of inquiring into such a matter, in the case of a purely Chinese company; no obstacle could be placed in the way of such an inquiry. In re-opening a case of this kind, in which there were cross-purposes, the danger was that instead of getting nearer to the truth one got further from it. "I do not think," concluded Mr. Orme, "that there is any real ground for re-opening the case, or any reason for suspecting the *bona fides* of the witnesses who gave evidence; I am sure they gave it reluctantly. I do not feel that the ends of justice will be advanced by a re-hearing."

ALLEGED OPIUM SMUGGLING. CHINESE STEAMSHIP COMPANY. CHARGED.

The Wai Yu S.S. Co., owners of the s.s. *Shuncheong*, were summoned yesterday for having allowed the vessel to be used for the transportation of illicit opium. Revenue Officers searched the vessel on her arrival from Kowloon on July 20th, and found 110 tael of prepared non-Government opium concealed in the engine-room.

Mr. W. B. Hind, who appeared for the defence, said that the ship was due back in port to-day and applied for a remand until Thursday. The application was granted.

A FORGED BANK NOTE.

\$5 CONVERTED INTO \$500.

At the Magistracy, yesterday, Sub-Inspector Tim Murphy charged a Chinese with having in his possession a forged \$500 note of the Chartered Bank of India, Australia and China, and attempting to utter it.

Mr. A. E. Hall appeared for the defence and applied for a remand with bail. The Inspector said that the forgery was an ingenious conversion of a \$5 bill, and in view of that he would have to ask for a substantial bail.

The Magistrate (Mr. Lindsell) granted a week's remand, fixing bail in the sum of \$1,000.

A NAVAL STOKER DROWNED.

The body of Thomas Rodham, aged 38 years, a stoker of H.M.S. *Titanica*, was found on Monday floating in the harbour near the Harbour Office, in an advanced stage of decomposition. Deceased had been missing from his ship since Friday. A native of Durham, the deceased served in the Navy throughout the war, and arrived in the Colony with the original foreign service crew of the *Titanica*. Very popular with his shipmates, Rodham's tragic death is deeply regretted by the ship's company. The funeral with full Naval honours took place at Happy Valley on Monday evening.

BURGLARIES.

Mr. N. Deman's house, No. 4, Cameron Road, Kowloon, was entered between 8.30 and 10.15 a.m., on Monday and two pieces of jewellery valued at \$16, and a Dutch gold coin valued at \$8 stolen from his room. Mr. Deman was at the time in the dining room and all the servants were downstairs. It is thought the thief gained access to Mr. Deman's room by the servants' quarters.

Mr. J. D. Rozario, salesman, living at No. 14, Praya East, has reported to the police that some time between 8 p.m. on Sunday and 6.15 a.m., Monday his flat was entered by an open window, and a rattan basket containing \$35 in notes and three shirts valued at \$10 stolen.

ASSAULTING A CHAIR COOLIE.

H.M. Silva was charged at the Magistracy, yesterday, before Mr. Orme with having assaulted a chair coolie and damaged the chair to the extent of \$4. Defendant admitted striking the coolie, but denied wilfully damaging the chair. It was done by accident, he maintained.

Complainant said that the defendant engaged his chair for over an hour shopping in town. When the defendant eventually discharged the chair at his house in Robinson Road, the witness asked for 30 cents. The defendant refused and proceeded to assault him. One of the defendant's friends came out of one of the houses and helped him.

Defendant: Both coolies attacked me, and a schoolboy, not a man, came to my assistance.

Complainant: The man was about 20 years old. Subsequently three or four other men came, and my *foki* and I ran away. When we came back, the chair was damaged.

Defendant said he engaged the chair opposite the Central Market for his wife. He engaged one for himself a little higher up the hill. They stopped only for a few seconds at a shop, and then proceeded home. The journey did not take more than a quarter of an hour.

The legal fare was 20 cents but he gave the complainant 25 cents because he had to carry the witness's wife up the steps to Bellios Terrace. The complainant used insulting language toward his wife, and witness struck him. In the scuffle he accidentally fell backwards on the chair and damaged it.

The Magistrate: You ought to know that if you have any trouble with chair coolies you can get your satisfaction at the police station. If you are going to take the law into your own hands the Court cannot help you. There is another matter against you in that you returned the summons when served on you.

Defendant: It was not served on me. My mother received the summons and not knowing anything about the matter returned it.

The Magistrate: The summons was served at your address and it must not be returned. Don't do it again, or you will find yourself in trouble for contempt of Court. You will pay the complainant \$5 as compensation for the damage done to his chair.

CHARGE OF ARSON.

The hearing was begun, before Mr. Mr. Lindsell, at the Magistracy, yesterday afternoon, of an arson charge, presenting some inexplicable features. The defendants were a young Chinese and his concubine. A fire occurred on the top floor of No. 13A, Stanley Street, on July 9th, at 2.15 a.m. When the Fire Brigade arrived it was found that the fire had been extinguished by the neighbours and that mattresses and other articles on the premises had been saturated in kerosene. The defendants were said by the neighbours to have left the place, carrying bundles of clothing, a few minutes before the alarm was given. The police have since elicited that the defendants' furniture, in the place, was not insured.

The hearing was not concluded yesterday but the first half dozen of twelve witnesses were called for the prosecution. Mr. E. R. Dovey, Government Analyst, spoke to the presence of kerosene in such articles as mats, socks and handkerchiefs. The Manager of the Confucian Society, which is the owner of the house, stated that the male defendant became the tenant a month ago.

The proprietor of a Chinese boarding house said that the defendant engaged a room at his house for the night of July 8th (the fire occurred at 2.15 a.m. on the 9th).

At this stage the hearing was adjourned. Mr. F. X. D'Almada defended the prisoners.

EMIGRATION FROM HONGKONG AND MACAO. REPORTED REQUEST BY CHINA.

The Asiatic News Agency states that the Government has wired to Dr. Koo instructing him to discuss with the British Government the prohibition of emigration of Chinese labourers for manual work in foreign lands from Hongkong and other British Colonies, without the previous permission of China, and the Chinese Minister in Lisbon has been ordered to do the same respecting clandestine labour exporting agencies in Macao. It is reported that, if China cannot get justice, Dr. Koo will introduce a Bill into the League of the Nations Conference for the adjustment of this matter because, without the sanction of the Chinese Government, thousands of ignorant Chinese young men from the interior districts of Kwangtung, Fukien and other coastal provinces are being enticed by the agents of these clandestine labour agencies in Macao and Hongkong with sweet words and promises to sign agreements for foreign countries, but when once they reach their destinations, the labourers receive quite different treatment from their mercenary employers without the protection of the Chinese Consuls.

KRYPTOK LENSES

are the most perfect double focus glasses for both reading and distant. In the ordinary bifocal lens, the segment or part for reading is cemented to the distant lens, raising the segment above the surface of the main lens. The segment and the line of union are always more or less noticeable. In Kryptok lens, no cement is used, but the reading segment is electrically fused in a depression in the main lens, while the whole lens is ground smooth on both sides to the desired focus. Kryptok lenses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., Optical Prescription Specialists, located in 53, Queen's Road Central.—ADVT.

BY

APPOINTMENT

Apollinaris

NATURAL MINERAL WATER

Since its foundation in 1872, the Apollinaris business has

ALWAYS BEEN BRITISH-OWNED.

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Obtainable in Quarts, Pints & Splits at

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THESE SAUCES and PICKLES

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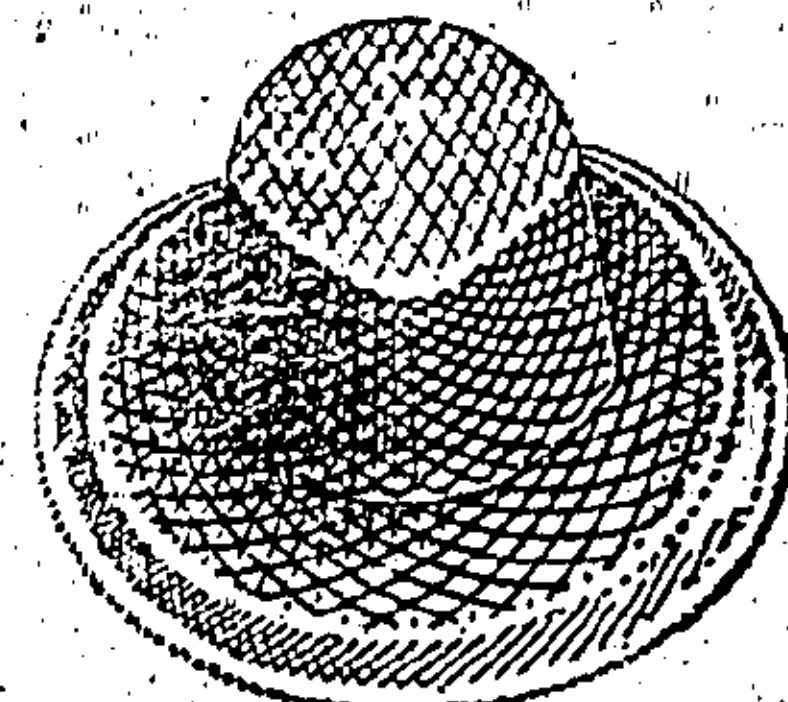
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RANDOM REFLECTIONS.

Although the Governor admitted at the last Council meeting that he had made "an unfortunate slip" in basing his case for the Rent Bill on the increase of rental demanded for the Sanitary Board coolies' quarters at Bowington, it cannot be said that His Excellency exhibited himself very gracefully or skilfully from the situation into which his haste had landed him. He made no pretence of denying the statement that the Government's indignation was aroused by the indifference of the new "farmer" of the premises in suddenly asking the Sanitary Board, who had enjoyed a privileged position for some years, to pay on the same scale as their neighbours had been paying to his more astute predecessor without exciting any official sympathy. His Excellency may not be impressed with this kind of argument, but its significance will not be lost on other people.

In his second attempt to justify the Government's new policy, His Excellency gave so many other and more convincing examples of increased rentals that one naturally wonders why he chose such a weak illustration on the first occasion. It was reasonable to assume that, just as a fruitier puts his biggest and richest apples on top of the basket, so an experienced debater like His Excellency would choose the most glaring instance of extortion that he could find in the wealth of material at his command. He seems to recognise that he was maladroit in handling his case, but he was reluctant to admit that his attack upon the Land Investment Co. was not justified by the facts. In support of his indictment he pointed to a return of 0.52 per cent. which the Company derive from some of their property and contended that this was "far too much." If repairs have to be paid for out of it the return does not appear extravagant in a Colony which offers so many other attractive investments to capital. No doubt His Excellency would have accepted it with pleasure when he was a landlord, because in three days a clear five per cent. was considered a good return on house property in England—or, for that matter, on any sound industrial investment. Those days are over in England, and they have not yet dawned in Hongkong.

Eventually

you may get a vote
Why Not Now?
Help on the good work by
SIGNING THE PETITION.

Of course, we are all out for cheap houses, but some of us cannot persuade ourselves that the Government are going the right way to work to give us them. The Rent Ordinance only promises us some temporary financial relief; it does not increase the available accommodation by so much as a brick; and if it be re-enacted at the end of this year to prevent the landlords from making up for lost time it will undoubtedly increase the congestion. In case you should jump to the conclusion that I have been "nobbled" by the "vested interests" and sacrificed my prospects of an O.B.E. for a little "spot cash," let me recall to your mind what H.E. the Governor himself said eighteen months ago during the debate on the Hon. Mr. H. E. Pollock's Housing resolution:—

"We are in a difficult position, and if we limit rent to what we think is reasonable, and what the landowners may regard as unreasonable, you will check the development of building, which is even more desirable than low rents. You will never get cheap houses at cheap rents in this Colony, and the point is to get enough houses."

It is an easier matter to frame legislation limiting rentals than it is to put into operation schemes for increasing the number of houses, and I am afraid lest the Government, impressed by the rejoicings which have greeted their new Bill, should sink back into repose with the comfortable feeling that they have solved the Housing Problem. Even the motor-roads to the Peak and to Cape D'Aguilar are roundabout ways of doing that.

It is always easy to be generous to somebody else's expense, and, therefore, I suggest that the Government should give irrefragable evidence of their now found concern for the tenant by passing a self-denying Ordinance. Labour men and Socialists have advocated for a long time that dwelling houses, being a necessity, should be exempt from taxation, national and local. The raising of revenue by taxing rentals means for most a tax on houses—a heavier burden for the large family than for the wealthy bachelor or couple with no family. The State of New York has, accordingly, passed an enabling law to exempt new houses from taxation, and New York City has decided that all houses, not exceeding \$1,000 in value, shall be exempt from local taxation until January 1st, 1932. The main object in encouraging building, and it is claimed that the result will be a great increase in the number of new houses and a reduction in the rents of the old houses. A somewhat similar reform has been approved in Ontario, Canada. With these encouraging examples, may we not expect to see the Hongkong Government give proof of their sincerity by muleting the Treasury in the same way?

My friend "Adversarius" sometimes lets his playful imagination run riot. He did this on Saturday, when he depicted the consternation prevailing in the camp of the Constitutional Reformers upon learning, through the inquiries rashly set on foot by this newspaper, that the Governor's despatch to the Secretary of State on the subject of a more popular form of Government was not unsympathetic. "We had got the people to believe"—says Adversarius—"that our Governor was a wicked tyrant, who wrote private letters to the Colonial Office damning Constitutional Reform, while pretending to be sympathetic, and then (the bad man) concealed his tracks by declaring such correspondence confidential and refusing to disclose it." In point of fact it has never been contended by Constitutional Reformers that the present Governor was other than favourable to a certain measure of Constitutional Reform. The President was particularly careful to make this point clear in the last annual report of the Association, dated as recently as May 4th of this year, as the following excerpts show:—

"A deputation from the Committee waited upon H.E. the Governor upon the subject of Constitutional Reform on February 4th, 1930, and found him sympathetic upon the questions of (1) the principle of election as against nomination, and (2) the principle of a wider electorate. It was all the more disappointing, therefore, to be informed recently that the Secretary of State for the Colonies had replied, without giving any reason in his dispatch, that he was not convinced that any change was desirable in either the number or method of selection of the unofficial members of the Legislative Council."

So far from "giving the show away by too great zeal" we now know exactly where we stand. We have only to ask loudly enough for Constitutional Reform and we shall get it. The opponents of any change are thus shown to be out-breeding Herod, and those who felt aggrieved because the special representation of the Chamber of Commerce was allowed to remain can now see that the framers of the petition sized-up the situation pretty correctly.

My friend of the *China Mail* should not believe all that he hears. Somebody has pointed out to him that we were guilty of a horrible *faux pas* when we published the slogan: "If you were good enough to fight for the Empire, aren't you good enough to vote in the Empire?" That, we are told, could be used against the petition for Constitutional Reform in a garrison station where "even the Constitutional Reformers themselves do not propose to give the soldiers and sailors a vote." The conclusion would be sound if the premises were correct, but, happily, they are not, as my friend will discover upon reading through the petition.

Really I must protest against "Adversarius" pirating other people's carefully prepared jokes and "passing them off as his own. That Constitutional Reform Cabinet with which he amused his readers on Saturday was constructed out of the head-piece of the Acting Secretary for Chinese Affairs, who finds distraction in this form of carpentry from the cares of his office e.g. hurrying proclamations at Sun Yat-sen, keeping an eye on the military operations in South China, acting as Press agent for the Kwangsi faction, receiving deputations of jubilant tenants, and playing the part of foster-father to the *mui tsai* in the Colony, to say nothing of countless minor activities.

As the result of a prostrating brain storm the new Government was provisionally formed as follows:—

Governor—Hon. Mr. P. H. Holyoak.
Colonial Secretary—Mr. C. C. Alabaster, O.B.E.
Attorney-General—The Hon. Mr. H. E. Pollock, K.C.
Colonial Treasurer—The Hon. Mr. Stephens.
Director of Public Works—The Hon. Sir Paul Chater, C.M.G.
Secretary for Chinese Affairs—Mr. H. A. Cartwright.
Captain-Superintendent of Police—Mr. F. C. Jenkin, C.B.E.

This *tour de force* was achieved in something under a week, I believe. The idea, it was explained to me, was that the dethroned officials should take over the duties of those who "usurped" their places. The obvious comment is that as regards the Government of the Colony the change would be excellent, but as regards the commerce of the Colony disastrous.

The two Chinese members of Council have been furnished with a little food for thought between now and Saturday by the questions addressed to them on the subject of *mui tsai*. Even if the Hon. Mr. Lau Chu-pak had not made his attitude clear upon this matter in interviews given to the Press some time back, the naive phraseology which he and his colleague have employed in drawing up the notice convening their meeting sufficiently reveals the object they have in view. It will be interesting to see how they wriggle out of the predicament in which they have landed themselves. They have been given ample notice of the points they have to meet, so there will be no excuse for evading them. Mr. Lau is reported to have said that he intends to bend his energies especially to the task of showing the difference between *mui tsai* and slaves. That it will require some effort I can well believe. If he should experience any difficulty, I recommend him to apply to the Acting Secretary for Chinese Affairs, who will be only too happy to render him any assistance that lies in his power. But perhaps Mr. Lau already knows this.

(Continued at foot of next column.)

MOTORISTS' ADVENTURES.

ENCOUNTER WITH BULL AND BOBBY.

SOLICITOR DEFENDS HIS SON.

Mr. Leo D'Almada represented his son, Mr. Leo D'Almada, junior, and a friend, Mr. F. Ribeiro, at the Magistracy, before Mr. R. E. Lindsell, yesterday, when the young men were summoned for driving motor bicycles with no lights and for failure to renew their drivers' licenses.

Mr. Leo D'Almada said: I am appearing for my son, Mr. Leo D'Almada, junior, who is charged with two charges, and for his friend, Mr. F. Ribeiro, who is charged with similar offences under the traffic regulations. These regulations are no doubt made to be observed, but I think the Court will agree with me that when reasonable explanations are given as to the cause of default, such explanations are generally accepted. Last Sunday week the two young men had a most eventful trip from my house at Farling. Near the Waterworks, Ribeiro was charged by a bull and was knocked off his bicycle and injured. The machine was damaged, and my son had no alternative but to go to the Waterworks, borrow a rope, and tow Ribeiro back to Kowloon. The lamp was damaged and when my son tried to light his own lamp he found the carbide had run out. The only alternative was to use a small hand lamp and with this he succeeded in negotiating the crowded streets of Yau-mat, driving slowly, and sounding his horn continually. At Sai-fai Terrace, Nathan Road, the severe hand of the law fell upon them. A police officer intervened and said that not having reasonable lights they must be summoned.

The Magistrate: Your son's failure to provide sufficient carbide is no excuse, but I think that the fact the second bicycle was being towed is sufficient to exonerate the second defendant. The two machines were practically one. But you have not touched on the question of the licenses, yet.

Mr. D'Almada: The licenses expired on June 30th; my son's was at my office to be taken up for renewal; similarly with Ribeiro's. The police allow about a month for renewals; they have since been renewed.

Inspector Garrud agreed that motorists were allowed about a month in which to renew their licenses. "We don't rush them," added the Inspector.

The Magistrate: Is there a law here that you must carry your license with you?

Inspector Garrud: Yes.

The Magistrate: They are not charged with that.

Inspector Garrud: This is the first I have heard of the case. I did not sign the application for the summons.

The Magistrate told the police-sergeant who had brought the case that he should have consulted the traffic-inspector before taking out the summons. The Inspector would have been able to tell him that motorists were not pressed immediately licenses had expired.

A nominal fine of \$1 was imposed for failure to renew the licenses. The Magistrate said he could not overlook the failure to provide carbide—that would be \$5,—and the other summons would be withdrawn.

Mr. D'Almada asked that no fine be imposed in respect of the licenses in view of the fact that the police allowed a month for renewal, but the Magistrate replied that that did not concern him in any way. He had taken the circumstances into consideration, or the fine would have been \$15 or \$20.

Those behind this movement are probably not worrying about detail; they will be quite content to leave that to others—as they may safely do—and to pin their hopes to broad effects. Whitewashing is better carried out in that fashion. All that is needed is to furnish the Secretary of State with material for assuring the House of Commons that a meeting of thousands of Chinese, convened by the two unofficial members of Council and attended by all this is brightest and best in the Community, met together solemnly on the Sabbath, entirely on their own initiative, to register a dignified protest against the utterly unfounded allegations levelled in the Press and on the platform, by ignorant and unscrupulous detractors against an honoured custom which dates from the dawn of creation and owes its long existence to the noblest instincts of mankind.

One can picture the right hon. gentleman lashing himself into a perfect frenzy of enthusiasm over the spirit in which the promoters of the meeting approached the consideration of this highly controversial subject. If all the charges which they boldly enumerated should be proved they pledged themselves in advance to press for the extermination of the system; while, on the other hand, if those charges should be found devoid of foundation in fact, they promised, nevertheless, to take steps amongst themselves, much as Lord Milner suggested, to guard against any possible abuses, and thus deprive the most malevolent of even the flimsiest pretext for repeating their accusations. What greater proof of sincerity and benevolence could the most cynical demand? Yet further proof was available. Hon. members would scarcely credit the fact that in that vast concourse—the majority of the members of which had little adopted daughters upon whom they lavished a part of their substance—not one person was found guilty, on his own confession or otherwise, of any of the offences set forth in the comprehensive indictment so fearlessly framed by the organisers of the demonstration. Nor—lowering his voice to an impressive whisper—did a single *mui tsai* rise to point an accusative finger at her employer. Complete rosette of the opposition!

RODNEY RANDOM.

A LIGHTER IN THE TYPHOON REFUGE.

AND A "BREEZE" IN THE POLICE COURT.

MR. LEO D'ALMADA WITHDRAWS FROM A CASE.

The P. & O. Steamship Company, yesterday afternoon, at the Magistracy, before Mr. Orme, prosecuted three persons who, at four a.m., on July 15th, were alleged to have removed a large coil of rope, worth \$100, from the P. & O. Steamship Company's No. 7 lighter, to a sampan. One of the defendants said he was a partner in the Kwong Cheung foreign goods store, Yau-mat; the other defendants—a man and an elderly woman—were sampan folk.

Mr. G. G. N. Tinson, who prosecuted, said that the No. 7 lighter, *Mt. Wan*, was lying in the typhoon refuge at Yau-mat, heavily laden with cargo. At 4 a.m., on July 15th, one of the crew (who slept on deck in summer) was awakened by a noise and saw the defendants hauling out one of the lighter's ropes and coiling it on a sampan. After a struggle, the two men were arrested, and the woman and the sampan were detained, while the two men were taken ashore and handed over to the police.

Mr. Leo D'Almada, who represented the defendants, cross-examined the members of the lighter's crew, who gave evidence as to injuries alleged to have been sustained by the two men in the course of their arrest. One man's head was bandaged and the other showed a blood-stained bandage round his waist. Each witness, in turn, denied that the defendants were hauled severely, and suggested that they received their injuries by tripping up when being chased around the boat, prior to capture.

The Magistrate: I should not press that too much, Mr. D'Almada. There is no question of the men being roughly handled in the course of the arrest. Men of this class finding what they took to be thieves aboard would not be gentle.

Mr. D'Almada: I am testing the veracity of the witnesses by these questions. If they deny any violence they are untruthful witnesses, that is all.

The Magistrate: It is a question of standards. The second defendant certainly has been injured.

Mr. D'Almada put it to the witness that the crew of the lighter went on to the sampan and assaulted the occupants severely, and then fabricated the charge because the defendants blew a police whistle.

The man replied: We blew the police whistle. We would not have charged them if they had not committed a theft.

Mr. D'Almada was cross-examining the next witness on similar lines, when the Magistrate pointed out that the man had said he could not see, just then, what was going on as the defendants had run to the other end of the lighter. "Therefore," remarked the Magistrate, "it seems rather a waste of time to pursue it with him."

Mr. D'Almada: If your Worship thinks I am wasting your time, or the time of the Court, I will ask to withdraw from the case. I have considerable experience of practising in these Courts and if the manner in which I think it proper to conduct my case is not the manner which commends itself to the Court, I ask you to allow me to withdraw.

The Magistrate: The conduct of this Court must necessarily be in my hands while I am here. I may conduct it well or ill, but at any rate I am responsible while I am here.

Mr. D'Almada hoped he had never been lacking in respect for the Court.

The Magistrate: I had not interrupted you until that moment, and it was only on that point that the witness said he was on the other side of the boat and could not see what was going on.

Mr. D'Almada: Your Worship suggested that my cross-examination was a waste of time. If your Worship will allow me to withdraw from the case I shall be very much obliged.

The Magistrate: Not at all; I don't think I said it was a waste of time.

Mr. D'Almada: With your permission I will withdraw from the case.

The Magistrate: Certainly. Mr. D'Almada, if you wish.

Mr. D'Almada then left the Court. On the conclusion of the evidence for the prosecution, the defendant, Chey Hing, who had described himself as a shopkeeper, said he and the second defendant hired the sampan to go for an airing after business hours as it was a dry hot night. They had had some drink and fell asleep. At 4 a.m. they were awakened by two men who visited the sampan and robbed him of \$20 and assaulted him when he blew a police whistle. He insisted on their going to the police station with him and, seeing they had nothing against him, they pushed the coil of rope on to the sampan and brought the charge of theft.

Mr. Tinson: I do not cross-examine the story is too beautiful as it is. At this stage the hearing, which had occupied one and a half hours, was adjourned until to-day.

CORRESPONDENCE.

THE "MUI TSAI" QUESTION.

TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

SIR—With reference to the questions to be discussed at the forthcoming meeting, it may interest the Hon. Mr. Pollock and other readers to know that, according to one of the vernacular newspapers in Hongkong, the practice of buying servants was suppressed by the Chinese Government at different periods of its history, and is forbidden by law to-day in the Republic of China. Yours faithfully,

CHAN LI CHANG.

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THE LOVE NEST)
2835 (I GAVE HER THAT
DON'T TAKE ADVANTAGE) BARITONE
2862 (ONCE UPON A TIME
A MILLION MILES FROM NOWHERE)
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COME AND PLAY WITH ME)

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(THE COLUMBIA SHOP).

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TERRIBLE EPIDEMIC IN UNITED STATES: HUNDRED THOUSAND VICTIMS.

DARING TRAIN ROBBERY. PASSENGERS' EXPERIENCE IN PARIS EXPRESS.

FOURTH TEST MATCH: INCIDENT AT MANCHESTER.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

TERRIBLE EPIDEMIC IN UNITED STATES. HUNDRED THOUSAND SUFFERERS.

New York, July 26th. Alarming reports of outbreaks of disease in the cotton-growing region in the South are coming in. It is stated that a hundred thousand are stricken with pellagra (skin disease). It is feared that at least ten thousand will die.

The epidemic is said to be due to starvation, owing to the collapse of the cotton market ruining farmers and planters.

PRESIDENT HARDING'S INQUIRY.

Washington, July 26th. President Harding has requested the Public Health and Red Cross officials immediately to investigate and ascertain how the Government can relieve the situation in the Southern Cotton Belt arising from the epidemic of pellagra.

President Harding is of the opinion that the epidemic and the consequent threat of famine is due to the impossibility of the people selling cotton causing a shortage of money, which has deprived thousands of the variety of food necessary to prevent pellagra.

SEIZURE OF VESSELS.

MARSHALS TO BE WITHDRAWN.

New York, July 26th. Pending a judicial ruling on the injunction applied for by the United States Mail Steamship Company to restrain the Shipping Board from interfering with the operation of the company's ships, orders have been issued to withdraw the United States Marshals placed aboard the ships seized.

EARLIER CABLES.

INJUNCTION GRANTED AGAINST SHIPPING BOARD.

New York, July 25th. A temporary injunction has been issued restraining the Shipping Board Emergency Fleet Corporation and the United American Lines from interfering with the operation of the ships seized on the 23rd inst.

[The previous reports stated: Five of the largest vessels chartered by the United States Mail Steamship Company were seized by representatives of the Shipping Board for alleged violation of contract and non-payment of various charges, namely, the *George Washington*, *America*, *Susquehanna*, *President Grant* and *Agamemnon*. It is stated that four other vessels of the same company will be seized when they arrive. Mr. Charles, the Assistant President of the Company, says that the seizure is inexplicable and will be fought to the last ditch.

The vessels seized by the Shipping Board are all ex-German liners. Mr. Charles states it was reported weeks ago that certain forces "foreign in nature" were determined to secure the fleet.]

U.S. LIQUOR SMUGGLERS.

BRITISH VESSEL ALLEGED TO BE IMPLICATED.

New Haven (Conn.), July 25th. An affair recalling the old smuggling days resulted in the capture of a gang of smugglers in the act of unloading cases of whisky near the entrance to New Haven Harbour. The authorities had been telephonically warned of an attempt to run the cargo and posted police along several miles of the shore. When the attempt was detected at midnight, motor-cars, conveying police, charged the smugglers, who were landing cases from a sloop. The police arrested all the smugglers and confiscated 250 cases and the sloop, which is auxiliary-engineered, and is believed to be a carrier for a larger vessel, which has been frequently sighted recently. The marks on the cases indicated that they came from the Bahamas.

The British schooner *Pocomoke* has been detained at New Haven, pending an explanation of the disappearance of a thousand cases of whisky during the voyage from the Bahamas, and torpedo boats and seaplanes are patrolling the coast searching for the sister ship of the *Pocomoke*, which is believed to be hidden in a creek.

Liquor-running has been most successful along the coast of Florida till recently, when the authorities captured many motor-boats bringing liquor from "wet" countries. The operations are believed to solve the enigma of the mystery ships cabled on the 8th inst.

[The cable referred to stated: The excitement created by the s.s. *Munah* has been intensified in New York, to-day, owing to the inability of the naval wireless to speak to another American liner, the s.s. *Callo*, from Buenos Aires on the 20th June. She carried seventy passengers and also gold, and no news has been received of her for four days.]

LATEST CABLES.

DARING TRAIN ROBBERY. PASSENGERS HELD UP IN EXPRESS.

Paris, July 26th. A gang of masked and armed bandits held up and robbed passengers in a saloon in the Paris-Marseilles express near Baume.

Two young French officers, who resisted, were shot at. One was killed. The bandits escaped.

BOXING CONTEST.

BANTAM-WEIGHT CHAMPIONSHIP.

Brooklyn, July 26th. Pete Herman outpointed J. Lynch in fifteen rounds, thus regaining the bantam-weight championship.

UPPER SILESIA PROBLEM.

BRITISH REPRESENTATIVES TO ATTEND SUPREME COUNCIL.

London, July 26th. It is officially announced that Lord Curzon and Mr. Balfour will attend the Supreme Council, in Paris, on August 4th. It is improbable that Mr. Lloyd George will attend owing to pressure of business in London. The meeting is expected to deal only with the Silesian question. British experts have already gone to Paris.

EARLIER CABLES.

STRENGTH OF ALLIED FORCES.

London, July 25th. In the House of Commons at question time, Lord Stanley stated that the strength of the British troops in Upper Silesia was 4,400. The French had a larger and the Italians a smaller number.

FRANCO-BRITISH COMPROMISE.

Paris, July 25th. A Franco-British exchange of views over Upper Silesia is proceeding in a friendly spirit, and a satisfactory solution on the basis of a compromise is reported to be impending. M. Briand is said to be willing to agree to the British suggestion for the immediate convening of the Supreme Council, but insists upon Great Britain supporting the French request to Germany respecting transportation of reinforcements over German territory.—Havas.

A COMMISSION OF INQUIRY.

Paris, July 25th. The Havas' diplomatic correspondent understands that Great Britain has assented in principle to a meeting of the Supreme Council on August 4th and to a previous examination of the Silesian problem by a commission of experts, provided that the Council meets on the date fixed irrespective of the result of the experts' labours. French and British views are only divergent in regard to the despatch of reinforcements to Upper Silesia, to which Great Britain is still opposed.

DISARMAMENT CONFERENCE.

DOMINIONS' PREMIERS IN CONFERENCE.

London, July 25th. The Dominions' Premiers met at Downing Street this morning. It is understood that they dealt with the question of the Washington conference.

POSSIBILITY OF PRELIMINARY DISCUSSIONS.

London, July 25th. The Times is now certain that there will be no preliminary conference either in London or Washington, but this does not preclude the possibility of informal consultations, with a view to clearing the ground for the Washington disarmament conference. There is reason to believe that if the idea of such informal consultations commends itself to the other Governments invited to Washington, the United States is willing to help its realisation. In that event London would be the natural venue, and the participation of the Dominions' Premiers still in England seems natural and desirable.

ATTITUDE OF FRENCH MINISTER OF MARINE.

Paris, July 26th. In a speech at Havre, in connection with the French naval week, M. Millerand said that, in view of the Anglo-French naval collaboration in the war, it was impossible that the inevitable clouds through which they were passing should not soon be dissipated. France menaced nobody, and only desired to ensure her own security and to maintain the peace of the world in agreement with the allies.

M. Guisthan, Minister of Marine, referring to disarmament, said that the French Navy could not be weakened beyond limits which might be defined by the following conditions: firstly, the maintenance of France's communications with French Africa in the Mediterranean; secondly, assurance that France would have nothing to fear if the French fleet was opposed to the German; thirdly, security in her colonies; and, fourthly, ability to place forces worthy of France at the side of her great maritime allies.

EARLIER CABLES.

STRENGTH OF NAVAL POWERS. ADMIRALTY COMPARISON.

London, July 25th. In the House of Commons, questioned as to the number of capital ships projected but not laid down for the United States, Japan and Great Britain, Col. Amery replied that the numbers were 10, 10, and 4, respectively. The number of capital ships at present in full commission, as far as could be judged, was: America, 16; Japan, 18; Great Britain, 13 in battle-ships, besides three battle-cruisers in the case of the British Empire.

AUTOCAR GRAND PRIX. AN AMERICAN VICTORY.

Le Mans, July 25th. The motor-car Grand Prix was won by an American Duesenberg, driven by Murphy, the time being 4h. 7m. 10 sec., which gave an average of 120 1/2 kilometres per hour. The race was regarded as a commercial rather than a sporting event, with Americans in French cars, and Frenchmen in American cars. The triangular course over 17 kilometres was covered 30 times. De Palma was second, and Goux third, both driving Ballots. Two Britishers, driving Talbots, failed to secure a place.

SPANISH MOROCCO CRISIS.

RISE OF TRIBES "GENERAL AND COMPLETE."

Madrid, July 26th. The Minister of War states that the Spanish forces at Sidi-el-Morocco, are in a very critical position. Enemy attacks are increasingly violent, and an attempt to evacuate the position by sea, under protection of a cruiser, had to be stopped, as the enemy's fire was causing too many losses. Communication with the town of Melilla has been cut off and the rising of the tribes is general and complete.

"MAURETANIA'S" ESCAPE.

FURIOUS FIRE ON HUGE LINER.

London, July 26th. Very prompt measures, including the staging from slung boats at the side, from which fireman played through the port-holes, saved the Cunarder, the *Mauretania*, from probable destruction at Southampton.

The vessel was due to sail for New York on Saturday, but a fire broke out in the saloon and rapidly involved three decks. The fire burned furiously for several hours. Crew, dockers and firemen poured in an immense amount of water, causing an ominous list, which necessitated a stoppage of operations in order to pump out the water. "It is understood that the damage is extensive."

INCOME-TAX PROBLEM.

CLAIM OF LEWIS-GUN MANUFACTURERS.

London, July 25th. The Armes Automatiques Lewis and the Birmingham Small Arms Company have petitioned Mr. Justice Darling for the recovery of £3,000,000 from the Government, retained as payment of excess profits and income-tax. The question at issue is the liability to taxation of the Lewis Company, a Belgian concern, in which the B.S.A. is a shareholder. It was stated that in war-time guns were supplied to the Government at a reduced price, in consideration of the firm being exempt from British taxation.

AGRICULTURE ACT.

CESSATION OF PRICE GUARANTEE.

London, July 25th. The House of Commons has passed the third reading, by 193 votes to 66, of the Bill repealing the Agriculture Act, thus abolishing guaranteed prices after this year's harvest, concerning which a Supplementary Estimate of £19,000,000 has been presented, and substituting for the Wages Board, county conciliation councils representing employers and workers, whose decision in regard to wages will have the force of law.

MEXICAN OILFIELD FIRE.

RAGING FOR FIVE DAYS.

Mexico City, July 25th. The Amatlan oilfields fire, called on the 20th inst., continues to rage. The adjacent wells are covered with earth to prevent ignition. Two hundred men guarded with asbestos shields are trying to reach the flaming wells to shut off the valves regulating the flow of oil.

INDIAN BOYCOTT.

MR. GANDHI'S EXTENSIVE CAMPAIGN.

Bombay, July 26th. Mr. Gandhi, Mr. Shaikat Ali and Mr. Mahomed Ali are carrying on a campaign in Bombay Presidency for a complete boycott of foreign cloth by August 1st, urging at numerous meetings daily to destroy foreign-made clothes or to send them outside India for the relief of the poor.

BURNS MANUSCRIPT.

SALE OF "TAM O' SHANTER."

London, July 25th. The original manuscript of Burns' "Tam o' Shanter" was sold at Christie's for £500.

AMERICAN FIRM'S FAILURE.

New York, July 25th. The Stock Exchange announces the failure of the firm of Chandler Brothers.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

BANQUE INDUSTRIELLE DE CHINE.

APPLICATION FOR A COMPROMISE SETTLEMENT APPROVED.

Paris, July 25th. An extraordinary general meeting of the Banque Industrielle de Chine, presided over by Senator Berthelot, President of the Administrative Council, to decide relative to the reorganisation of the company, approved the demand for a compromise settlement, concerning which the Commercial Tribunal gives its decision to-day.

After a rather lively meeting, the accounts for 1930 were adopted by 33,165 votes to 1,573. Other proposals of the Administrative Council were carried by a large majority.

THE BISHOP OF SHANTUNG.

London, July 26th. At Westminster Abbey the Archbishop of Canterbury performed the consecration of the Rev. Thomas Arnold Scott as Bishop of Shantung.

FOURTH TEST MATCH.

SCENE AT MANCHESTER.

London, July 25th. There were 20,000 spectators present and the weather was fine at Manchester, where the fourth Test match began to-day. The wicket was rather slow.

Tennysen (England) won the toss, and Brown and Russell opened the innings for England. For Australia, Gregory and McDonald were in charge of the bowling.

Russell gave a fine exhibition of cricket, hitting all round the wicket, his score of 101 including 9 fours, but he was twice badly missed in the slips by Armstrong. Brown's score was 31. Woolley, who took Brown's place, compiled 41 by brilliant play. Mead, playing confidently, added 47 to the score. E. Tyldesley, by brisk play and vigorous hitting, contributed 78, and Fender, in getting 44 runs, was keenly enterprising.

When the score stood at 341 for the loss of 4 wickets, Tennysen declared the innings closed, but an objection raised by Armstrong on the question of time, according to Law 55, was upheld, and the Australians resumed fielding to the accompaniment of loud booing from the crowd, who were obviously ignorant of the laws of cricket.

Tennysen appealed to the crowd and said that it was an error on his part to have declared the innings closed. The crowd was quietened, and the game was resumed after 23 minutes' delay.

The following were the detailed scores when stumps were drawn for the day:—

ENGLAND, 1st INNINGS.	
G. BROWN, b Gregory, c Armstrong	31
A. C. RUSSELL, b Gregory	101
F. E. WOOLLEY, b Pelley, c Armstrong	31
C. P. MEAD, b Andrews, c Hendry	47
E. TYLDESLEY, not out	78
P. G. FENDER, not out	44
	342
Extras	20
Total (for 4 wickets)	362

THE ENGLISH TEAM.

London, July 25th. In the fourth Test match the following will not play for England:—H. H. Marriott, J. W. Hearne, T. Darston and H. Stradwick. [The team now stands as follows:—Major the Hon. L. H. Tennysen (capt.), J. W. H. T. Douglas, P. G. Fender, F. E. Woolley, G. Brown, J. Hallows, E. Tyldesley, A. C. Russell, C. P. Mead, C. W. L. Parker and C. Parkin.]

Sussex defeated Gloucestershire, at Brighton, by an innings and 210 runs. Hampshire beat Leicestershire, at Leicester, by 149 runs.

SPORT.

BASEBALL.

The Bial baseball team are looking forward to another scalp when they play the Hongkong Baseball team on Saturday afternoon at 4 o'clock at Happy Valley. The sailors remember the last game they played the Hongkong team and feel certain it will not take ten innings to win Saturday's game. Rapadio will pitch and Captain McLaure says the team will be a strong one.

WATER POLO.

On Monday evening, at the V.B.C. bath (by kind permission), the B.G.A. beat 2/Woods by 9 goals to nil. McDade (4), Wood (3), Roddick and Newcombe were the scorers.

A DRAWN GAME.

Last evening, at the Club-house, the R.H.K.Y.C. and Wills played a drawn game. Alderman beat Bingham, and the soldiers took the lead after 45 seconds' play. Rodger and Finch (2) scored for the Royals, who led at half time by 3 goals to 1.

Early in the second half, the Wills drew level through Drew and Lo Hary. The military team again got going, and Lenfesty, being out of his place, let in Drew, who put the Wills ahead. Finch led an attack on the military goal, and gave to Reid, who sent in a shot, which Wood stopped but allowed the ball to roll over the goal line, the game ending with the score of 4 all.

The teams lined up as follows:—9/WILLS:—Wood; Samut and Smith-Dewar; Drew; Alderman, Derrick and Lo Hary.

R.H.K.Y.C.—Bingham; Lenfesty and Carpenter; Finch; Reid, Logan and G. Rodger.

KOWLOON TRADE.

REPORT OF THE COMMISSIONER OF (CHINESE) CUSTOMS.

The following is the introduction to the Report made by Mr. W. G. Lay, the Commissioner of the Chinese Maritime Customs, on the trade of Kowloon in 1930:—

With the abnormal conditions prevailing in the adjacent province and the South of China generally throughout a considerable portion of the year, the fact that trade by junk in the Kowloon district did not cease altogether is evidence once more of the extraordinary vitality of this class of commerce and trader in China; but that the year's figures for movements of cargo about exhibit not inconsiderable improvement when compared with those for the previous twelve months makes one realise how much a few years of uninterrupted peace would mean to the now much-harassed merchant and junkowner and to the country's prosperity in general. The trade value figures for 1930 at first glance, it is true, indicate a somewhat less prosperous state of affairs than during 1919; but on closer inspection of the statistics accompanying this report it will be seen that, if the rice import, which in 1930 alone was valued at over Hk. Tls. 3,500,000, less than that in 1919—is excluded from both years' returns, the commodities imported and exported throughout 1930 by junk and by rail were valued at a figure which is Hk. Tls. 2,700,000 above that for the previous year and brought in a total revenue exceeding that collected during 1919, by over 21 per cent.

The following are a few notes upon the trade of Hongkong, in the preparation of which I am indebted to several of the more prominent mercantile houses in the Colony. The return to more normal conditions following the release in 1919 of requisitioned tonnage resulted in a general decline in freight rates on the China coast in 1920. Tonnage was plentiful in all directions, but the southern charter business was in a very dull condition throughout the year. This was due to the high exchange ruling, which restricted shipments from Hongkong, and in part to the entire prohibition of the export of Siamese rice, together with the periodical cessation of the export of the cereal from Haiphong, which contributed to keeping rates at a very low level. The highest point reached during the year in the Saigon-Hongkong rate—usually regarded as the pulse of the southern charter business—was 35 cents, whilst the lowest was 7 cents, against 62 cents and 35 cents respectively during the previous year. The political troubles in Canton adversely affected shipments to and from that port; but otherwise on the regular runs there was a fair amount of cargo moving. Rates, however, declined 30 to 40 per cent. The American Shipping Board vessels, referred to in the previous year's report, competed actively for charter business in the South at rates below even pre-war levels. In the trans-Pacific trade tonnage greatly exceeded requirements throughout the year, and keen competition, with rates at a very low level, was the result. At the commencement of the year American tonnage, operated by a number of companies, was very noticeable; but with the slump in business many of these vessels were withdrawn and handed back to the United States Government to be laid up. The opening of the year saw the local piece goods market with practically no stocks in hand and arrivals of all cloths going into immediate consumption. Until May the local position remained satisfactory; but the financial crisis in Japan then had a depressing effect, and the possibility of obtaining exceeding cheap goods resulted in reducing the boycott—already carried out in a spasmodic manner—already a minimum. In August the political situation in the North hindered any resumption of confidence, and the fighting later in the adjacent provinces brought business to a standstill for a time. Matters improved temporarily upon the change of government in Canton; but at the close of the year there were fairly large stocks of piece goods in the Colony with the immediate outlook none too promising. Refined sugar was in demand throughout the year, and turnover benefited by the high prices realised. India was not such a good customer as in previous years, the falling value of the rupee making business difficult. This loss, however, was very largely offset by the abnormal speculative demand from America during the summer, when very high prices were obtained for all classes of sugar. The end of the year saw a continued strong demand, supplies in China on the light side. In the raw sugar trade the year 1930 was a record one for sensational movements in prices of the Java product. Rough whites, which during the second quarter of the year touched Guilders 75, had fallen at the close of the year to Guilders 18. The principal cause of the extraordinary fluctuations in values was the entrance of the United States of America into the Java market as a purchaser. Basing calculations upon an estimated big shortage of supplies in Europe and elsewhere, she effected large purchases of Java raws in the early part of the year and continued buying until prices reached a very high level. Indian importers, always considerable purchasers of Java, took advantage of these high prices in Java and of a favourable exchange and resold to her freely. This free selling to America together with reselling to Java both by America and India, brought about an inevitable slump in prices by the end of the year, as indicated above. America was reported to have over-purchased some half a million tons, not having taken into consideration, apparently, the curtailment of purchases, as the result of high prices, by consumers, etc. The China market made a few important sales of Java to America; but moderate supplies only being available, the market was steadier—prices fluctuating between \$31 and \$13 per picul for whites and keeping somewhat above Java parity. The kerosene oil business for the year was disappointing. The market was somewhat unsettled in the beginning of the year as

(Continued as foot of next column.)

THE WAR IN KWANGSI.

CANTONESE TROOPS IN NANNING. KWANGSI COMMANDERS RECEIVE ORDERS TO QUIT.

The Canton Times reports that at the invitation of the Provincial Assembly of Kwangsi, the Chamber of Commerce, the Educational Association and several other organisations in Nanning, General Chen Chiung-ming has ordered his troops at Shumchow to move to Nanning to maintain peace and order. The Cantonese troops arrived at Nanning on the 21st inst.

Other Kwangsi commanders in the outlying districts, although having declared their independence of the deserted War Lord Lu Yung-t'ing, will be ordered to surrender their arms and leave the province, for little faith is placed in some of these hypocritical militarists who, seeing that they are getting the worse of the campaign, hope to continue in the command of their troops by asserting their relations with the defeated War Lord at the very last moment.

KWEICHOW'S HELP.

In a telegram to President Sun Yat-sen and General Chen Chiung-ming, General Loo Tao, Commander-in-Chief of the troops in Kweichow province, declares that those Kwangsi Generals who changed their colours at the last minute and announced their intention of joining hands with the Cantonese troops should not be trusted, and the cities they occupy should be captured and these hypocritical militarists ousted. General Loo Tao believes that not until every one of the Kwangsi militarists, big or small, are ousted, will there be any peace in the province, nor can reconstruction be conducted for the good of the people.

The telegram announces that he has despatched several battalions of Kweichow troops to attack the cities that are in control of Shum Hung-yang, Li Hsiang-lu and Bun Koh-chao, three of the Kwangsi militarists who changed their flags of allegiance.

The cities occupied by these Kwangsi militarists are in the northern section of Kwangsi and very near the province of Kweichow. It will not be long before these cities will be in the hands of the Kweichow troops who were ordered to enter Kwangsi from the north at the very beginning of the campaign in co-operation with the Cantonese troops who are operating in the central and southern section of the province.

LONGWOOD BOWL.

JAPANESE TENNIS PLAYERS IN THE U.S.

Boston, (Mass.), July 25th.

Shimizu and Kamagae are participating in the tennis competition for the Longwood Bowl at present held by Wm. Johnston.

the result of heavy imports by Chinese of various kinds of Mexican oil, which were rendered possible by the favourable gold dollar exchange. The lack of export business undoubtedly tended to curtail the buying power of the Chinese and therefore to reduce consumption, whilst the Kwangsi-Kwangsi conflict, with the resulting prevalence of robber bands throughout the country, and the commandeering of native craft, all contributed to the hindrance which the trade experienced during the latter half of the year. The decline in exchange necessitated the raising of prices twice by 40 cents per unit, and this, together with the fall in the Hongkong dollar value of Chinese subsidiary coin (from 7 per cent. premium to 18 per cent. discount), which effected a considerable increase in up-country prices, resulted in a decreased turnover for the year. For cotton yarn 1930 opened well, current values leaving handsome profits both to traders and manufacturers. In April, however, a sudden and heavy slump took place in Japan, as the result of reckless speculation being unable to carry the large stocks they had been holding back. The effect upon Indian and Shanghai yarns was serious, and values continued to have a downward tendency. The political troubles in South China aggravated matters, and the market dropped practically continuously. The year's net results show heavy losses to traders and some curtailment of profit to manufacturers. Competition from Japan and Shanghai mills, which had abated during the war, was again a serious matter for Indian spinners. The rice crop on the Chinese side of the frontier is reported to have given an 80 per cent. yield, whilst that of vegetables, at least in some districts, yielded 100 per cent. The crop of sugarcane gave rather a varying return; as little as 40 per cent. being reported from the west end of the frontier (Deep Bay), whereas the *Mita Bay* end reports a good crop with a fair quantity of sugar extracted for export.

REVENUE.

(a)—Junks, etc.—The revenue collected upon cargo carried across the water and land frontiers (by rail excepted) totalled Hk. Tls. 230,000, which is better than that derived from this traffic in 1919 by over Hk. Tls. 25,000. The increase is exhibited under nearly all headings, but appears principally in the linen inwards collection.

(b)—Railway (Canton-Kowloon).—The cross-frontier trade on the railway brought in a total revenue of Hk. Tls. 120,123, which exceeds the figure for the previous year by over 45 per cent. The improvement is shown almost entirely under import—only a slight enhancement being exhibited in the collection upon export merchandise—and by in some measure due to the higher tariff which was in operation throughout the twelve months.

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Mirreles Bickerton & Day, Ltd.	Motors Converters	Electric Control, Ltd.	Motor Starters
	Turbine Pumps	Whipp & Bourne, Ltd.	Motor Starters
	Diesel Engines	British Electric Transformer Co., Ltd.	Transformers
		W. T. Henleys Telegraph Works Co., Ltd.	Electric Wires and Cables

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THE LATEST BALLET AND BALL
ROOM DANCES. [1228]

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FISH

FILLETS	... 80 cts. per lb.
"HADDOKS"	... 70 cts. per lb.
KIPPERS	... 60 cts. per lb.
RED FERRINGS	... 30 cts. per lb.

CHEESE

GOUDA (Full Cream)	... \$1.25 per lb.
AUSTRALIAN CHEDDAR	\$1.00 per lb.

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GENERAL BROKER.

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SATURDAYS:—

EXCELLENT

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at \$10.50, \$7.35, \$5.25 & \$3.50
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at \$12.25, \$9.80, \$7.00 & \$5.00
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BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

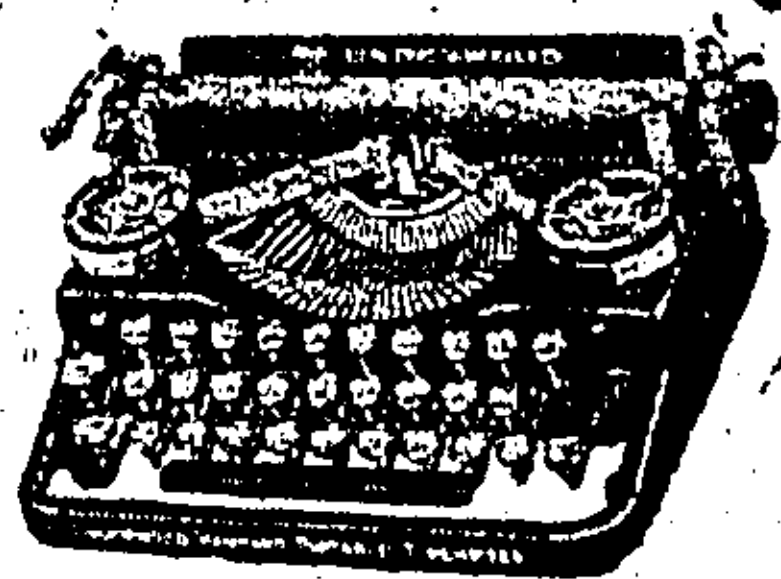
Place of Observation.	1921.		1920.	
	W.L. over- recorded Feet.	W.L. over- recorded Feet.	W.L. over- recorded Feet.	W.L. over- recorded Feet.
Wuchow, W. River	+79.50	-2.42	15.50	—
Kongmoon W. River	+14.70	-0.50	—	5.00
Linkongsho N. River	+57.00	—	—	—
Samshui, N. River	+27.25	-6.00	3.80	3.10
Shaklung E. River	+15.16	-0.98	17.40	1.50

• 16.5 feet on July 23rd.
† 4.4 feet on July 23rd.
• 5.0 feet on July 2nd.G. W. OLIVERSON,
Engineer-in-Chief.

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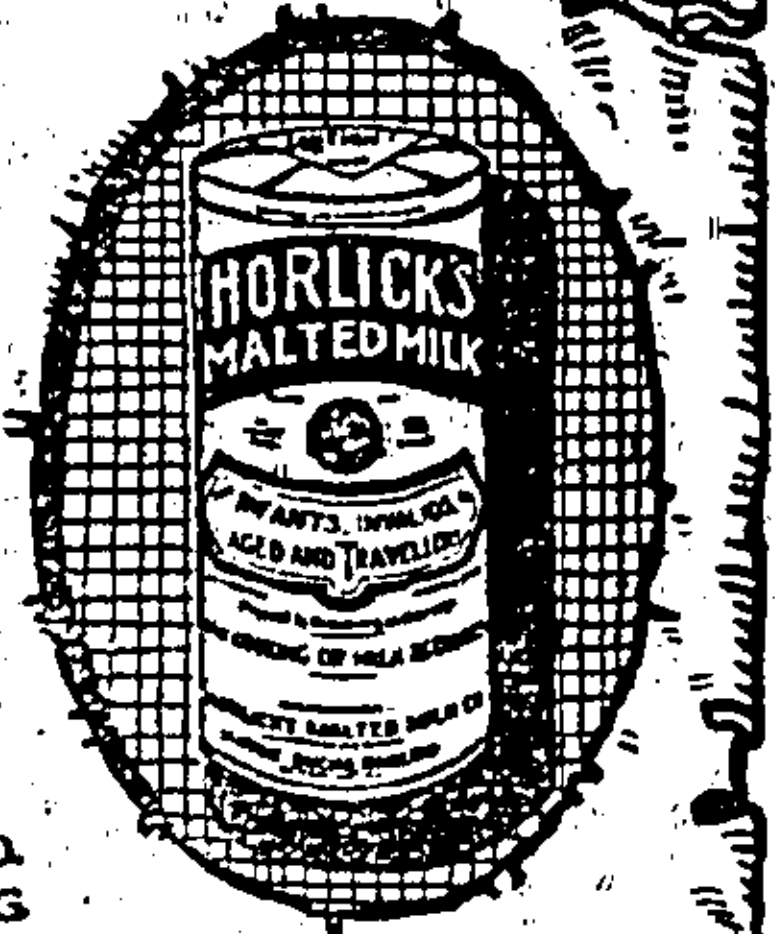
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Of all Chemists and Stores.HORLICK'S MALTED MILK CO.
SLOUGH, BUCKS., ENG.

Williams' English Lilac Talc Powder

The delicately fresh scent of Williams' English Lilac Talc Powder is a genuinely soothing relief in tropical climates.

A light sprinkling of the borated, antiseptic, refreshing powder immediately alleviates the discomfort of prickly heat or Dhobi Itch.

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Hongkong. 120

COMPANY MEETING.

SHANGHAI DOCK AND ENGINEERING CO., LTD.

The 15th annual general meeting of shareholders in the Shanghai Dock and Engineering Co., Ltd., was held at the head office, Shanghai, on July 10th. Mr. John Prentice presided. There were also present: Messrs. R. S. F. McBain, A. Brooke Smith, H. W. Lester (directors), J. Arnold Dawson (secretary) and other shareholders, 8,370 shares being represented altogether.

The CHAIRMAN said:—Before beginning the business of the meeting, I wish to refer to the death on October 18th last, while at home on leave, of our much esteemed secretary, Mr. James H. Osborne, Mr. Osborne was connected with the Company and its predecessors for 38 years and, from personal knowledge, I can assure you that, during that long period, he had gained and retained the respect, esteem and confidence of the various companies he served. Your directors have had conveyed to Mrs. Osborne their deep regret and sympathy with her in her sad loss and I feel certain you join with us in regret and sympathy.

During the year, we launched two steamers for the China Merchants S. N. Co.'s Shanghai-Hankow river service (one of which, the Kiangnan, has been delivered, and the other, the Kiangshun, will be delivered shortly), a river gunboat for the Italian Majesty's Navy and a large cargo pontoon for the Indo-China S. N. Co. The results of the year's working owing to the great depression in ship-building and repairing, does not compare favourably with that of last year, but does so with the years ended April 30th, 1918, and 1919. It was in the latter half of the year depression affected us so badly, as the profit for the first half of the year ended October 31st, 1920, showed an increase over that of the half year ended October 31st, 1919, of about 30 per cent., whereas, for the whole year ended April 30th, 1921, there was a decrease of about 40 per cent.

The net profit for the year, including the amount brought forward from last year, amounts to Tls. 1,085,686.18. After paying an interim dividend in January last of Tls. 6 per share, absorbing Tls. 331,500, paying all charges and allowing for all known liabilities, there remains for distribution the sum of Tls. 754,186.18, which we recommend should be dealt with as follows:—

Pay a final dividend of Tls 10 per share (making 16 per cent. for the year)..... 552,000
Place to special reserve account..... 100,000
And carry forward to new account 108,486.18
If the recommendation meets with your approval, the special reserve will amount to Tls. 1,150,000.

Maintenance has in all departments, as usual, been charged to working account. As I told you last year, we had decided to lengthen, widen and deepen the Cosmopolitan Dock and that plans were being prepared for carrying out the work. It will be lengthened 143 ft., the width of entrance will be increased by 10 ft. 6 in. (mean) and deepened 2 ft. The entrance has now been refloated, the dock is perfectly dry, and the work is being proceeded with. The alterations are being and will be carried out by our own staff, the probable cost will be from Tls. 350,000 to Tls. 400,000 and we hope to have the work completed in about 12 months.

SALE OF NEW DOCK.

We have sold the New Dock property to the Nippon Yusen Kaisha, to be used exclusively for wharves and godowns, for Shanghai Tls. 800,000, but there may be slight reduction in the price owing to the Chinese authorities asking for the surrender of some of the land for a road. This we hope to have settled shortly. As soon as the sale is completed and payment made for the property, your directors intend to add to the amount received a sufficient sum to enable them to propose to the shareholders a reduction of capital by a cash return of Tls. 25 per share.

A resolution to give 21,000 to the Sailors' War Orphans Fund will be put later and we feel it will meet with your approval.

No questions were asked and the following resolution was carried unanimously on the motion of the CHAIRMAN and seconded by Mr. R. S. F. McBain: "That the directors' report and statement of accounts made up to April 30th, 1921, as printed and circulated, be adopted and passed and that the directors be authorized to pay a final dividend of Tls. 10 per share to shareholders on the register at date."

Mr. John Prentice and Mr. A. Brooke Smith were re-elected directors of the company.

It was resolved to make a contribution of 21,000 to the Sailors' War Fund.

Messrs. Lowe, Bingham and Matthews were elected auditors of the company for the current year.

PROSPECTS GOOD.

The CHAIRMAN said: Before closing the meeting, I have been asked to give my opinion as to the future. So far, there has been no improvement, but there are signs that an improvement is taking place at home and, with the expected revival in the export and import trades and the improvement which is bound to follow in shipping and all connected with it, our business is bound to improve. I personally have no doubt that we have a good future before us and, with to-day in the bank, on fixed deposit, Tls. 2,370,000 to which within the next few days we shall be able to add a considerable amount, we shall be able to see ourselves in a very strong financial position.

BRITISH WORKMAN'S GOOD SENSE.

The Rev. C. A. Alington, headmaster of Eton, speaking at Shrewsbury School, of which he was formerly headmaster, said he was perfectly amazed at the sense and sobriety of the ordinary British working-man and woman. It seemed to him that if a man did not appreciate the difficulties of economics he would be inevitably driven to Bolshevism or Communism or revolution. He knew of nothing but the great good sense of the British workman that kept him out of that.

THE WORLD THEATRE

9.15 p.m.

Tuesday 26th to Thursday 28th July.



THE GREAT SHAKESPEARIAN PLAY "THE MERCHANT OF VENICE"

In 6 parts.

Novelty acts and Dances by

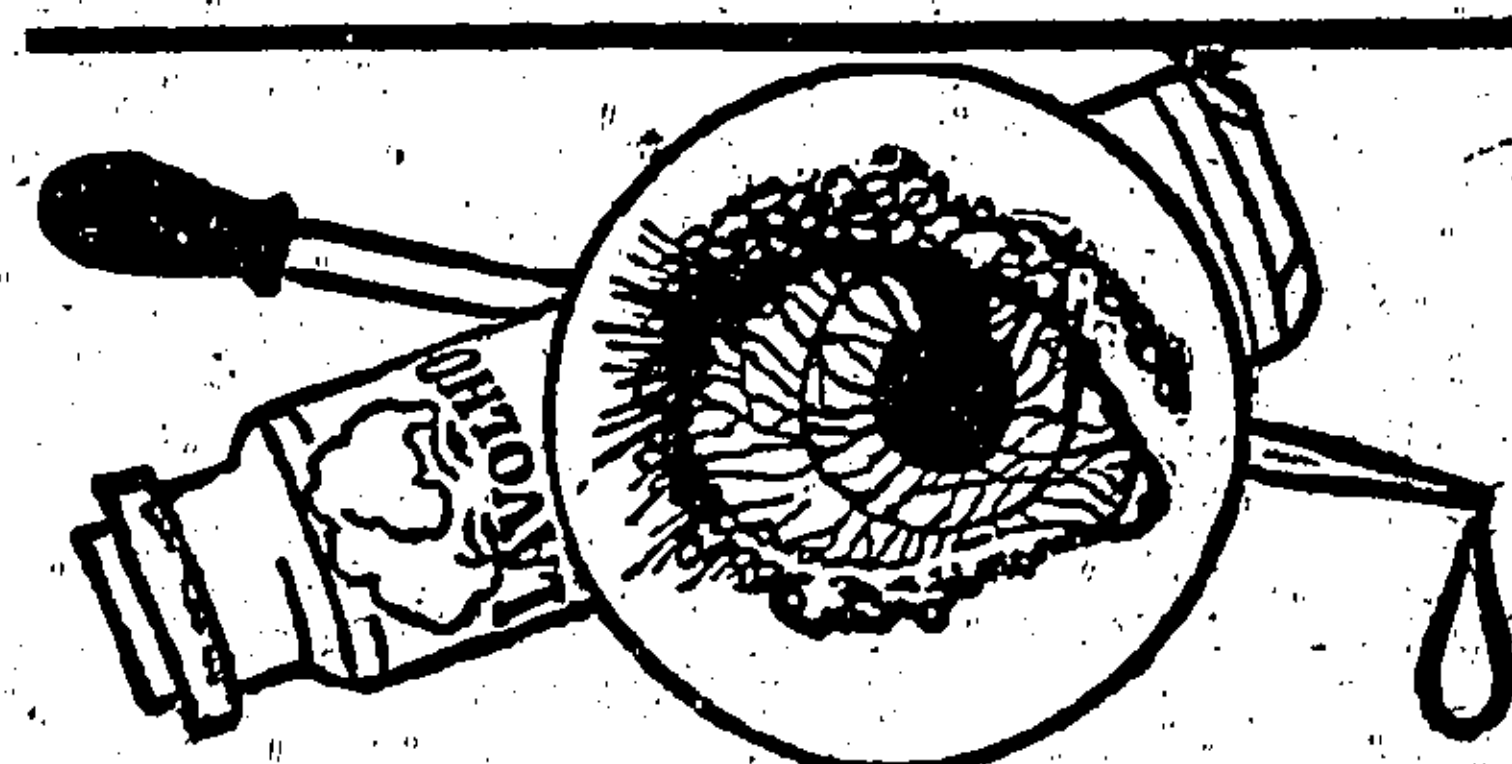
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5.15 p.m. "THE DEVIL'S DAUGHTER"

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It takes away the redness, it clears discharging eyes, cures scaly, sore, swollen lids; makes the eyes healthy and beautiful. A pure, colorless fluid. A wonderful tonic with refreshing qualities. Absolutely harmless to the delicate structure of the eyes. The discovery of one of the foremost specialists of the United States. You can use LAVOLHO daily for a lifetime and your eyes will be strong and beautiful. LAVOLHO cures itching eyes, stops all itching, makes tired old eyes look young again.

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give you the utmost in comfort and service for the least in expenditure. They fit your legs snugly, hold your hose securely and produce neat and trim looking ankles. PARIS Garters are dependable. Look for the name PARIS on the box.

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for NEW YORK via Suez.

S.S. "BOLTON CASTLE" ... sailing on or about 2nd Aug.

LLOYD TRIESTE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,
BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port
on through Bills of Lading.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.

S.S. "CILICIA" ... sailing on or about 30th July.
S.S. "TRIESTE" ... sailing End of August.

FOR SHANGHAI

S.S. "TRIESTE" ... sailing Middle of August.

Passenger's Logbooks can be issued at the Office of the Agents.

NATAL LINE OF STEAMERS.

S.S. "UMKUZU" sailing from Colombo for South African ports about 20th July
Regular Passenger and Cargo Service to

SOUTH AFRICAN PORTS from CALCUTTA & COLOMBO.

Through Bills of Lading issued from Hongkong.

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DODWELL & CO., LIMITED,

Agents.

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SAILINGS FROM HONGKONG SUBSIDY TO AMERICA.

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Shanghai & Japan ports

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific
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SUWA MARU ... Friday, 29th July, at 11 a.m.
YOSHIMI MARU (omitting Manila) ... Tuesday, 23rd Aug., at 11 a.m.
KATORI MARU ... Friday, 9th Sept., at 11 a.m.
KASHIMA MARU (omitting Manila) ... Tuesday, 4th Oct., at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
Port Said and Marseilles.

YOKOHAMA MARU ... Wednesday, 3rd Aug., at 11 a.m.
KLEIST ... Sunday, 14th Aug., at 11 a.m.
MISHIMA MARU ... Friday, 19th Aug., at 11 a.m.
SADO MARU ... Friday, 2nd Sept., at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.
TOTTORI MARU ... Latter half of August.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

AKI MARU ... Tuesday, 18th Aug., at 11 a.m.
TANGO MARU ... Tuesday, 20th Sept., at 11 a.m.

NEW YORK & HAVANA via PANAMA.

LYONS MARU ... Sunday, 14th Aug., at 11 a.m.
TAKAOKA MARU ... Thursday, 25th Aug.

SOUTH AMERICAN PORTS via CAPE,
KANAGAWA MARU ... Friday, 16th September

BOMBAY & COLOMBO via Singapore.

CALCUTTA & RANGOON via Singapore & Penang.

HAKODATE MARU ... Thursday, 4th Aug.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Friday, 18th Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA

NAGATO MARU ... Wednesday, 27th July.

NAGANO MARU ... Wednesday, 2nd Aug.

For further information apply to— **NIPPON YUSEN KAISHA**

Telephone Nos. 224 & 225. K. KAMEI, Manager

YAMASHITA KISEN KAISHA.

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Pakhoi

S.S. "TAIKWA MARU" ... on or about 4th Aug.

FOR KEELUNG via Swatow & Amoy

S.S. "HOZU MARU" ... on or about 4th Aug.

For further particulars, please apply to—

M. KOBAYASHI, Agent, Top Floor, King's Building, Tel. No. 140.

MEMBERS' SALARIES AND THEIR INCOME-TAX.

NO FREE PASSES.

The upshot of the discussion in the House of Commons, on June 1st, on members' salaries and allowances was that the proposal to grant special exemption from income-tax was withdrawn, but the proposal to grant free first-class railway tickets was defeated by 167 to 171. The debate drew, by far the largest attendance than the Budget. The Labour party turned up in force, and even the benches below the public gallery beyond the bar had their quota of members. Personal interest proved a very powerful magnet, and on the income-tax proposal both sides went away satisfied, thanks to Mr. Chamberlain's ingenuity in finding a way out.

The Leader of the House spoke first, and towards the end of his speech sprang a surprise upon his hearers. For the upshot of the advice which he tendered was that members should just let things be, and not press for formal and special exemption from income-tax—as recommended by the Select Committee and endorsed by the Government—because they could achieve just the same results by exercising their individual claims to relief as citizens under the ordinary operation of income-tax law. In effect, Mr. Chamberlain gave the House the straight tip, fortified by a considered judgment from the Board of Inland Revenue, and approved by the Attorney-General, that if members applied as citizens for relief for expenses, wholly, necessarily, and exclusively incurred "as part of their duties as members of Parliament," they would do just as well as if Parliament formally exempted them qua members.

"Just trust," said Mr. Chamberlain, "to the ordinary operation of the law. Take your relief as individuals." And, he assured them that they would lose nothing by the change. Mr. Clynes accepted with hearty emphasis. "We accept the advice of the Leader of the House," he said, "and we will seek relief." Sir Donald Maclean—Mr. Asquith had left the House—quarrelled with this way of getting out of the difficulty. "The straight thing," according to him, would have been to withdraw the proposal altogether, which he held to be most untimely, and he roused angry cries from among the Labour members around him by his suggestion that the Government were trying to "use" the Labour party in order to extricate themselves. Sir Donald usually handles a situation neatly, on this occasion he seemed unaccountably clumsy and maladroit.

It is to be observed that Mr. Chamberlain frankly admitted that he had changed his mind and no longer held the views which he held in 1911, when he strongly opposed payment of members. He now takes the view that there are bound to be a number of poor men in every House of Commons, and if an allowance of any kind is made at all, it ought to be an adequate one. As to this, Mr. Clynes observed that in 1911 he thought £400 a year quite liberal, and lived well within it; but it was inadequate now, and he looked to its increase when the public finances permitted. Sir Frederick Banbury objected to any sort of payment out of public funds to members. Captain Lonsdale thought that the Government ought to have stuck to their original proposal, and he drew a lurid picture of the danger of political corruption creeping into a House where certain members—so he said—could not afford to go into the dining-room and were not going to "proper" meals. However, those views found no support, and the withdrawal of the proposal, for a formal exemption of M.P.'s salaries from income-tax passed without a division, in consideration of the "advice" tendered by the Leader of the House.

EDUCATING THE ELECTORS.
The question of the payment of railway expenses was discussed and dealt with separately. Mr. Chamberlain spoke warmly in its favour, and quoted the case of a Scottish member who never went home during the session, and only saw his wife when she came up to London on deputations. "Which of us," he asked warmly, "would tolerate such a separation from his family?" And then he developed rather a curious argument. For he spoke of the "educative influence" of the House of Commons on the public, and said that as the newspapers did not report the debates as fully as they once did, members of Parliament had to travel more constantly to their constituencies to educate the electors. That being so, they ought to be enabled to travel in comfort, and not have to stand in third-class corridors and wear themselves out in the public service. Mr. Clynes effusively accepted the picture drawn by the Leader of the House. To be an M.P. was to perform "a supreme national service." Were they not, he asked, as good as commercial travellers and civil servants? Why should Sir Frederick Banbury—he put the personal question bluntly—be able to get through any station barrier by showing a gold key as a railway director? Was he not as useful as Sir Frederick Banbury? Mr. Clynes said that it was pushing economy too far to try to restrict the railway passes for members to third-class, and personally, he thought it was "an indignity" to be asked to fill up a form.

THE DECISIVE VOTE.
Sir John Butcher brought what promised to be rather a desultory and scrambling discussion to a head by moving that only such a sum should be voted as would provide third-class tickets from London to members' constituencies, but not to their homes. This produced a long string of short speeches, and specially good ones from Major Hamilton, Colonel John Ward, and Lord Robert Cecil. The two latter treated the matter from its broadest aspect and took the line that the whole question of working-class representation was really at issue in this proposal. Lord Robert Cecil, like Mr. Chamberlain, said that he had changed his old views on the subject, and (Continued at foot of next column.)

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO-CORRESPONDENTS.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KWAISANG" having arrived from Swatow, Penang, and Singapore, by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Wharfedale Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by the 29th July, at 5 p.m., will be subject to risk.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No. 578 Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Ltd., General Managers.

Hongkong, June 22nd, 1921. [1228]

P. & O. S. N. CO.

STEAMERS FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental American, and South African Ports.

THE Steamship "DUNERA," Captain Walker, carrying "His Majesty's Mail," will be despatched from this Port on or about SATURDAY, the 20th, August, 1921, taking Passengers and Cargo for the above Ports.

Gold and Silver Coins and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until 5 p.m., the day before sailing. The contents and value of all packages are required.

For further particulars apply to— **MACKINNON, MACKENZIE & CO.,** Agents.

Hongkong, July 14th, 1921. [1191]

APIOLINE

For functional troubles, delay, pain and those irregularities peculiar to the female sex. Prescribed by the highest French medical authorities and reported to be a safe, steel drops and PAIN EXPELLER. PREPARED BY CHAPOTEAUT, 2, rue Vivienne, Paris.

WEATHER REPORT.

July 26th, at 11.20.—Pressure has increased considerably at Haiphong and moderately at Hongkong and Tientsin. It is nearly stationary at other reporting stations.

The typhoon passed near Haiphong last night.

Pressure gradients are shallow over the central portion of the map.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.11 inch. Total since January 1st, 68.84 inches against an average of 49.20 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
Hongkong to Gap Rock	E. winds, moderate to light; fair.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamock	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

now thought that in the future further provision would have to be made for members, and he even spoke of the possibility of pensions for M.P.'s—a suggestion which drew alarmed cries of protest. Sir John Butcher's amendment was rejected by 213 votes to 104, and the Labour members especially were in high glee that the House had voted against third-class tickets and their restriction to members' constituencies.

But the glee was very short-lived. For a few minutes later another division was taken which gave the House an opportunity of a straight vote not on any particular amendment, but on the Government proposal that first-class tickets should be issued both to members' constituencies and to their homes as well. Members once more filed out into the lobbies, and when the tellers came in there was a great shout of exultation when it was seen that Sir Frederick Banbury took the position of victor. The figures were 197 to 171, or a majority of twenty-six, against any free railway tickets whatsoever. Sir Frederick did not conceal his delight, and the defeated could not conceal their chagrin.

INDO-CHINA**STEAM NAVIGATION COMPANY, LIMITED.**

SAILINGS SUBJECT TO ALTERATION

STEAMSHIP	DAY	TIME	FROM	TO
SANDAKAN	Wed.	27th July, Noon	Swatow	Swatow
SHANGHAI via SWATOW	Thurs.	28th July, 10 a.m.	Swatow	Swatow
HAIPHONG	Thurs.	28th July, 8 a.m.	Swatow	Swatow
STRAITS & CALCUTTA	Thurs.	28th July, 3 p.m.	Swatow	Swatow
BANGKOK via SWATOW	Fri.	29th July, 10 a.m.	Swatow	Swatow
MANILA	Fri.	29th July, 3 p.m.	Swatow	Swatow
TIENTSIN	Sun.	31st July, 10 a.m.	Swatow	Swatow
KOBE via SHANGHAI & MOI	Sun.	31st July, 10 a.m.	Swatow	Swatow
HAIPHONG via HOIHOW	Tues.	2nd Aug., 8 a.m.	Swatow	Swatow

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta, steamers proceed via Swatow and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained, and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at dohow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, s.s. "HINSANG" and s.s. "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched on or about Thursday, 28th July, at 3 p.m., for SINGAPORE, PENANG & CALCUTTA

Through Bills of Lading issued to RANGOON, PORT SWET, TENHAM, MADRAS and DUTCH EAST INDIES.

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TELEPHONE No. 215.

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Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENAMORY"	27th July	Doo Hongkong
M.V. "GLENADE"	6th Aug.	
M.V. "GLENARIFFE"	21st Aug.	

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENLUCE"	26th July	LONDON, ROTTERDAM & HAMBURG.
M.V. "GLENAMORY"	31st Aug.	GLASGOW, LONDON & ROTTERDAM.
M.V. "GLENARIFFE"	1st Sept.	GENOA, LONDON, ROTTERDAM & HAMBURG.
M.V. "GLENARIFFE"	23rd Sept.	GLASGOW & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to—

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The Glen Line, Ltd., AGENTS.

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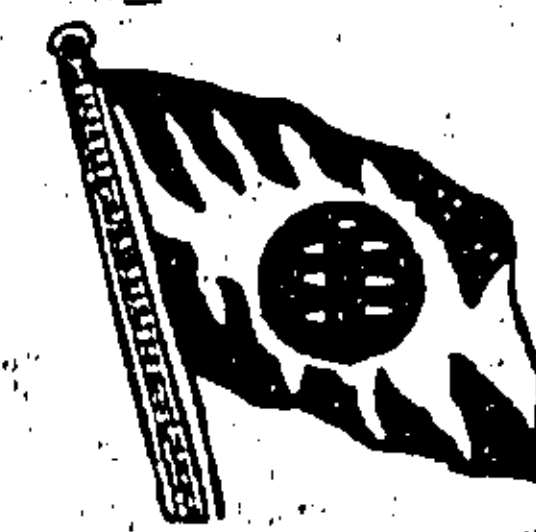
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Two steamers of about 6,400 tons deadweight each.

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For Charter Rates and all other particulars apply to the

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No. 2, Bunko, Kobe.

SHIPPING NEWS

ARRIVALS.

July 25th.

Delight, American str., 3,503 tons, Capt. F. H. Pearson, from Kobe, with a general cargo.—Frank Waterhouse.

Macassar Maru, Japanese str., 2,403 tons, Capt. H. Suzuki, from Nagasaki, with a general cargo.—Nanyo Yusen Kaisha.

Manila Maru, Japanese str., 2,820 tons, Capt. Y. Somekawa, from Moji, with a general cargo.—O.S.K.

Samarang Maru, Japanese str., 2,447 tons, Capt. K. Yasui, from Batavia, with a general cargo.—Nanyo Yusen Kaisha.

Shanghai, British str., 1,750 tons, Capt. H. A. Wavell, from Shanghai, with a general cargo.—B. & S.

July 26th.

M. M. Mail, French str., 4,292 tons, Capt. F. Vey, from Saigon, with a general cargo.—Messageries Maritimes.

Marjorie, British str., 2,305 tons, Capt. G. A. Sinclair, from Amoy, in ballast.—Mackinnon, Mackenzie & Co.

Wanderer, British str., 4,190 tons, Capt. W. H. Kennett, from Tientsin, with a general cargo.—J.M. & Co.

Tanahmear, British str., 1,421 tons, Capt. W. Nicol, from Saigon, with a general cargo.—Nemaroo.

Kwanlee, Chinese str., 1,454 tons, Capt. Taylor, from Canton, with a general cargo.—C.M.S.N. Co.

Mogami Maru, Japanese str., 1,335 tons, Capt. T. Ito, from Keelung, with coal.—M.R.K.

Mikasa Maru, Japanese str., 1,962 tons, Capt. S. Ito, from Hongkong, with coal.—M.R.K.

Whisper, British str., 1,517 tons, Capt. F. Mooney, from Manila, with a general cargo.—J.M. & Co.

CLEARANCES.

July 26th.

Chinthe, for Swatow.

Choyo Maru, for Moji.

Glennice, for Koshichang.

Hydrangea, for Swatow.

Kancho, for Swatow.

Kancho, for Manila.

Lochow, for Heilow.

Mikasa Maru, for Keelung.

Samarang Maru, for Moji.

Shima Maru, for Canton.

Sunmying, for Canton.

Nzechuen, for Shanghai.

Yakusa Maru, for Singapore.

Yakusa, for Sandakan.

STEAMERS' MOVEMENTS.

The s.s. *Agamemnon* (Blue Funnel line) left Shanghai on July 26th for Liverpool via Rotterdam, and is due here on July 29th.

The N.Y.K. s.s. *Yokohama Maru* (European line) left Kobe for Hongkong via Moji and Shanghai on July 25th, and is expected here on August 3rd.

The E.M.S. *Empress of Russia* left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on July 21st, is due here on or about August 11th.

The P. & O. s.s. *Plassy* arrived at London on July 24th.

The T.K.K. s.s. *Shinyo Maru* arrived at Yokohama on July 26th and sails July 28th, in accordance with schedule, for Honolulu and San Francisco.

VESSELS EXPECTED.

Aconitis (Blue Funnel), due August 7th.

Bolton Castle (Dodwell Castle Line), due about July 29th.

Elpenor (Blue Funnel), due August 31st.

Ecuador (P.M.), due August 3rd.

Eumaeus (Blue Funnel), due August 29th.

Glaucus (Blue Funnel), due August 14th.

Incubus (N.Y.K.), due July 29th.

Keenun (Blue Funnel line), due July 29th.

Kilona Maru (N.Y.K.), due August 3rd.

Monteagle, due August 11th.

Nagano Maru (N.Y.K.), due August 2nd.

Nagato Maru (N.Y.K.), due July 28th.

Ningchow (Blue Funnel), due August 10th.

Protesilaus (Blue Funnel line), due August 14th.

Silver State (Admiral line), due July 31st.

Taiyo Maru (T.K.K.), due August 4th.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

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FOR JAPAN.

Ports of call:—Moji, Kobe, Osaka and Yokohama.

S.S. "BORNEO MARU" ... sailing on 5th Aug.

For further particulars please apply to—

K. SUZUKI, Manager,
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(767)

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TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

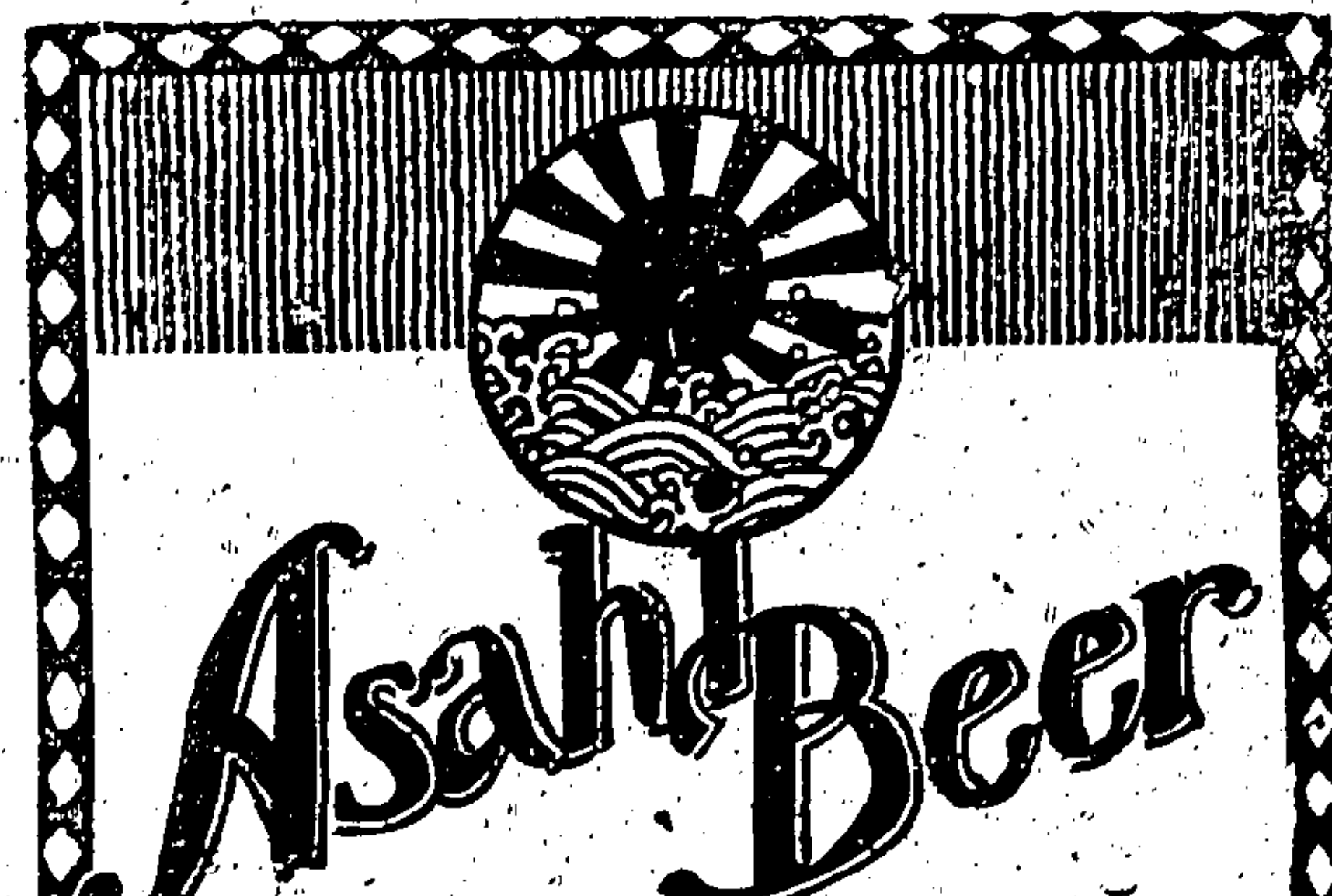
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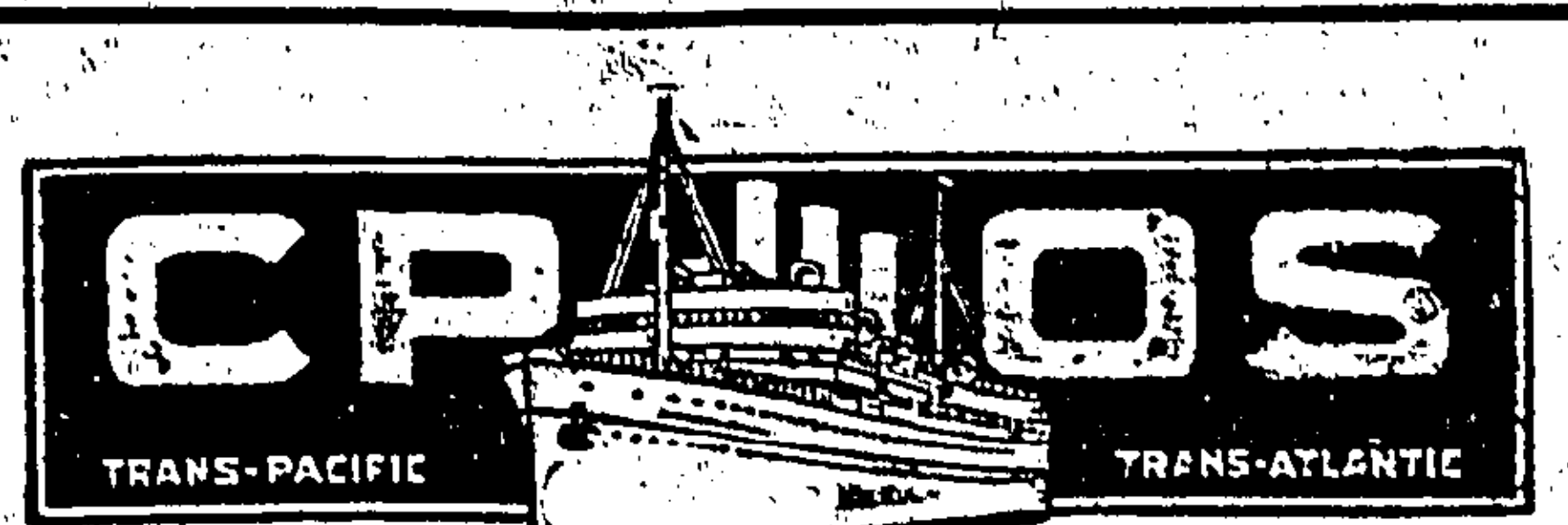
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E. Russia	Aug. 18	Sept. 5	E. Britain	Sept. 10	Sept. 16
Monteagle	Aug. 28	Sept. 16	Melita	Sept. 23	Oct. 1
E. Asia	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 25
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25
E. Russia	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20
Monteagle	Oct. 26	Nov. 19	E. Britain	Nov. 28	Dec. 4

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Aug. 5th Aug. 9th Sept. 18th

HONGKONG to SINGAPORE

S.S. "NANKING" s.s. "NILE" s.s. "CHINA"
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HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
PERSIA MARU	2,000	Aug. 2nd, at 10.30 A.M.
TAIYO MARU	22,000	Aug. 13th
SIBERIA MARU	20,000	Aug. 27th
TENYO MARU	22,000	Sept. 9th
KOREA MARU	20,000	Sept. 29th

* Omitting call at Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLENO, ARICA & IQUIQUE

THROUGH BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
OHIO MARU	15,500	July 27th
GINYO MARU	15,500	Aug. 19th

* Cargo only

For full information regarding passengers freight and sailings, apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2874 & 2375

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To VANCOUVER & SEATTLE (via MANILA)
"West Isen" ... 20th Aug.
To LOS ANGELES & SAN FRANCISCO via (SHANGHAI & JAPAN)
"West Henshaw" ... 25th Aug.

* Also cargo accepted for Transshipment at San Francisco and/or Seattle for weekly sailings to
NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.
HONGKONG OFFICE:—1st floor, Powell's Building, 13, Des Voeux Road. Tel. 3095.
(451)

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
HWAH HSIN	HONGKONG	loading 20th July	2nd Aug.	JAVA
TJITAROEM	JAVA	3rd Aug.	7th Aug.	JAPAN
TJILIWONG	HONGKONG	loading 8th Aug.	11th Aug.	BELOWAH-DUKU/JAVA

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodations for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.

York Building, First Floor / Telephone No. 1874. 7



VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company).

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND

MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN

Sailings subject to alterations.

Steamers	Loading	For	Sailing on or about
"RADJA"	Aug. ...	AMSTERDAM & HAMBURG	6th Aug.
"TJISONDARI"	Sept. ...	ROTTERDAM & HAMBURG	25th Sept.
"ALDERAMIN"	Oct. ...	ROTTERDAM & HAMBURG	24th Oct.
"BOEROE"	Nov. ...	AMSTERDAM & HAMBURG	10th Nov.

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN.

General Agents,

York Building.

Tel. No. 1874.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers



For BOSTON

and/or

NEW YORK

S.S. "CELTIC PRINCE" ... 20th Aug. (via Hongkong).

For Freight and full particulars apply to—

FURNESS, (FAR EAST) LIMITED,

Telephone 2165.
Telegrams "Furness."

St. George's Building

(120)

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.Cargo carried on through Bills of Lading from HONGKONG to HEIRA
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH
& CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents"ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA & STRAITS

UNITED KINGDOM & CONTINENT.
LONDON, GLASGOW, ROTTERDAM & HAMBURG
S.S. "KASAMA" ... 19th Aug.

Subject to change without notice.

For particulars of sailings shippers are requested to apply
to the undersigned.

or to REISS & Co. CANTON

THE BANK LINE, LTD.
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

"HELENUS"	via Suez Canal	6th Aug.
"ATREUS"	via Suez Canal	29th Aug.
"CITY OF CANTON"	via Suez Canal	8th Sept.

U.S. as Boston
Steamers proceed via Suez Canal or Panama Canal as Owners' option.
Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO. CANTON.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

From	Steamer	To	Sail
AMOI & SHANGHAI	"SUWING"	On 28th July	Noon
SHANGHAI & TSINGTAO	"YINCHOW"	On 31st July	4 P.M.
SHANGHAI	"SHANTUNG"	On 31st July	4 P.M.
SHANGHAI & NEWCHANG	"KANSU"	On 1st Aug.	4 P.M.
HOIHOW, PAKHOI & H'PHONG	"KAIFONG"	On 2nd Aug.	9 A.M.
SHANGHAI	"TINKIANG"	On 2nd Aug.	Noon
MANILA, CEBU & ILOILO	"TAMING"	On 2nd Aug.	4 P.M.
WATKINS, CHERPOO & TIENTSIN	"KUEICHOLO"	On 3rd Aug.	4 P.M.
SHANGHAI	"SODOHOW"	On 4th Aug.	Noon
SHANGHAI & TSINGTAO	"SUIYANG"	On 6th Aug.	4 P.M.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation. Ample Electric Fans in Saloon and
Staterooms. Regular schedule service between Canton, Hongkong, Shanghai (three
weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all
Yankee and Northern China Ports. Passengers are loaded in Shanghai, avoiding
the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via
Swatow.

For Freight or Passage apply to—

Telephone 36.

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers, having good
accommodation for First-Class Passengers Electric Light and Fans in staterooms
and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAIBONG"	Capt. W. C. Pasmore	FRIDAY	July 29th, at 2 P.M.
"HAICHING"	Capt. A. H. Stewart	TUESDAY	Aug. 2nd, at 1 P.M.
"HAALOONG"	Capt. W. Couper	FRIDAY	Aug. 5th, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"SYRIA"	7,000	30th July	Marseilles, London & Antwerp
"KALYAN"	9,000	6th Aug.	Marseilles, London & Antwerp
"DUNERA"	5,400	30th Aug.	Singapore, Colombo & Bombay
"MANERA"	7,300	5th Aug.	Marseilles, London & Antwerp
"KASHMIR"	9,000	2nd Sept.	Marseilles, London & Antwerp
"KHYBER"	9,000	18th Sept.	Marseilles, London & Antwerp
"SOUDAN"	6,700	14th Oct.	Marseilles, London & Antwerp
"SARAFANA"	6,800	28th Oct.	Marseilles, London & Antwerp
"KARMAIA"	9,000	11th Nov.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"EURYALUS"	3,600	27th July, 1 P.M.	Singapore only.
"GREGORY APCAR"	4,700	2nd Aug.	Calcutta via Suez & Suez & Suez

EASTERN & AUSTRALIAN SAILINGS (South)

"KASOWNA"	7,000	27th July, 10 A.M.	Manila, Thursday Island,
"ST. ALBANS"	4,500	22nd Aug.	Townsville, Brisbane,
"EASTERN"	4,000	19th Sept.	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"JAPAN"	8,000	30th July.	Shanghai, Moji & Kobe.
"KASHMIR"	9,000	1st Aug.	Shanghai, Moji, Kobe & Y. Hara.
"ST. ALBANS"	4,500	2nd Aug.	Yokohama direct.
"DUNERA"	5,400	30th Aug.	Shanghai & Japan.
"ARRATON APCAR"	4,400	10th Aug.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable.
1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore
and Calcutta or Singapore and Madras in lieu of the portion of their P. & O. Tickets
Singapore to Calcutta.

All Cables are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's
Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding
arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees,
and the Company's Surveyors, Messrs. GOSNOLD & DOWNS, at 10 A.M. on MONDAYS and
THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here,
after which date they cannot be recognised. No Claims will be admitted after the goods
have left the Godowns.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct
service via Singapore and Port Said."HIMALAYA MARU" ... Sunday, 14th Aug.
Call MarseillesBUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN &
CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"PANAMA MARU" ... Thursday, 25th Aug.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

"MALAY MARU" ... Friday, 29th July

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service

"KISHU MARU" ... Monday, 1st Aug.

SYDNEY & MELBOURNE—Monthly service (taking cargo to New Zealand and
Pacific Islands).VICTORIA, VANCOUVER, SEATTLE & TACOMA—
via Shanghai and Dairen. Regular fortnightly passenger service, stopping at
intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in con-
nection with Chicago Milwaukee and St. Paul Railway.

"MANILA MARU" ... Tuesday, 2nd Aug.

"AFRICA MARU" (Omit Dairen) ... Tuesday, 22nd Aug.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco
Panama and Cuban Ports.

"HAYE MARU" ... Sunday, 14th Aug.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Shanghai, Kobe & Yokohama.

"SHUNKO MARU" ... Saturday, 20th July.

EFFLING via SWATOW & AMOI—These steamers have excellent accommodation
for 1st and 2nd class saloon passengers and will arrive and depart from the O.E.K.
wharf near the Harbour Office.

"AMAKUSA MARU" ... Sunday, 31st July.

TAKAO via SWATOW & AMOI

"ROSHU MARU" ... Saturday, 30th July.

For sailing dates and further particulars please apply to—
Y. KASUDA, Manager,
No. 1, Queen's Building, (30)

Tel. Nos. 744 & 745

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

SAILINGS SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply
of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light
throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried.
Reduced Fares. Cargo booked through to all Australian, New Zealand & Westmanian Ports.
For, sight and passage apply to— BUTTERFIELD & SWIRE, Agents. (38)



Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE

FOR VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports).

From Hongkong ... Arrive Seattle

S.S. "SILVER STATE"	For MANILA	Aug. 2nd	
S.S. "SILVER STATE"	Aug. 13th	Sept. 2nd	
S.S. "KEYSTONE STATE"	Sept. 2nd	Sept. 25th	
S.S. "WENATCHEE"	Aug. 2nd	Oct. 2nd	
S.S. "CITY OF SPOKANE"	Aug. 20th	Oct. 25th	

PASSENGER & FREIGHT

FOR TRIESTE & HAMBURG

S.S. "CHINA SEAS" ... Aug. 25th

FOR PORTLAND DIRECT

S.S. "ABERCOSS" ... Sept. 6th

(Calling at Shanghai, Kobe, Yokohama & Portland)

S.S. "MONTAGUE" ... Aug. 7th

Through bills of lading issued to Portland, Coos Bay, Astoria, etc.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephone 2477 & 2478. 5th Floor, Hotel Mandana. (71)



REGULAR SERVICE

TO—

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

FREIGHT ONLY.

FOR SAIGON—SINGAPORE—JAVA PORTS.

S.S. "LAKE ONAWA" ... Sailing Aug. 3rd

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor, Hotel Mandana, Telephone 2477 & 2478. Passenger Office, Queen's Building, 3, Ice House St.

(42)

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "BELLFLOWER" ... to NEW YORK ... Aug. 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC..

THE ADMIRAL LINE.

Telephone 1477 & 1478. AGENTS. 5th Floor, Hotel Mandana.

1477 & 1478.

Hotel Mandana.

(17)

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

DESTINATION STEAMER'S DEPARTURE SAILING DATES

SHANGHAI, KOBE & { CORDILLIERE ... 1,000 ... or about 15th Aug.

OKOHAMA ...

MARSEILLES via { "PORTHOS" ... 20,000 ... On or about 16th Aug.

SAIGON, SINGAPORE, COLOMBO { "CORDILLIERE" ... 10,000 ... During 2nd part of Sept.

DUBOUI, SUZ { "ANDRE LYON" ... 12,000 ... During 1st part of Oct.

& PORT SAID ... "ATLANTIQUE" ... 12,000 ... During 1st part of Nov.

"PAUL LECAT" ... 20,000 ... During 1st part of Dec.

For full particulars regarding sailings, etc., apply to—

R. HODENFUSCH, Acting Agent, Queen's Building.

Tel. 2507. (17)

CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDARAN.

"VICTORIA" Aug. 20th.

For Freight and Passage, apply to—

Y. KASUDA & AUSTRALIA S.S. CO. LTD.

Agents, 17, Cornhill Road, Central.

Tel. 2507.

17, Cornhill Road, Central.

POST OFFICE NOTICE

INWARD MAILS.

FROM	By	Due
SHANGHAI	Yingchow ...	27th inst.
SHANGHAI	Shanghai ...	28th inst.
CALCUTTA AND STRAITS ...	Nagata Maru ...	28th inst.
Europe via Suez (Letters and News papers, London June 23rd.)	Japan ...	28th inst.

OUTWARD MAILS.

For	By	Date
Philippine Is., Australia and New Zealand, via Thursday Island ...	Kanonen ...	Wednesday, 27th, 8.30 A.M.
Japan via Moji & San Francisco ...	Ohayo Maru ...	Wednesday, 27th, 10.00 A.M.
Batavia, Samarang & Sourabaya ...	Mocassar Maru ...	Wednesday, 27th, 11.00 A.M.
Sandakan ...	Yamato ...	Wednesday, 27th, 11.30 A.M.
Straits and Bangkok ...	Euryalus ...	Wednesday, 27th, 1.00 P.M.
Shanghai and N. China ...	C. M. Mailhol ...	Wednesday, 27th, 3.00 P.M.
Weihsaiwei and Chefoo ...	Eso Lee ...	Wednesday, 27th, 4.00 P.M.
Swatow, Shanghai and N. China ...	Kuonkong ...	Wednesday, 27th, 4.30 P.M.
Samahai and Wanchow ...	Tai Ming ...	Wednesday, 27th, 5.00 P.M.
Haiphong ...	Jade ...	Wednesday, 27th, 5.00 P.M.
Swatow and Bangkok ...	Ohunsang ...	Thursday, 28th, 9.00 A.M.
Swatow, Amoy and Takao ...	Sohu Maru ...	Thursday, 28th, 9.00 A.M.
Amoy, Shanghai and N. China ...	Sonang ...	Thursday, 28th, 11.00 A.M.
Swatow, Amoy, Calcutta & Aden ...	Leining ...	Thursday, 28th, 2.00 P.M.
Straits and Bangkok ...	Van Olen ...	Thursday, 28th, 2.00 P.M.
Philippine Islands, Keelung, Shanghai, N. China, Japan, Canada, U.S.A., Central, and South America and EUROPE via VICTORIA, B.C. ...	Sues Maru ...	Registration 9.45 A.M. Letters ... 9.30 A.M.
Swatow, Amoy and Fuzhou ...	Hui Hona ...	Friday, 29th, 1.00 P.M.
Philippine Islands ...	Yuenang ...	Friday, 29th, 2.00 P.M.
Shanghai, North China, Japan, Honolulu, Canada, U.S.A., Central and South America and EUROPE via SAN FRANCISCO ...	Nile ...	Saturday, 30th, 9.45 A.M. Registration 10.37 A.M.
Shanghai and North China ...	Shantung ...	Saturday, 30th, 3.00 P.M.
Shanghai, North China ...	Yingchow ...	Saturday, 30th, 3.00 P.M.
Shanghai, North China ...	Chingshing ...	Saturday, 30th, 5.00 P.M.
Tientsin ...	Yalshing ...	Sunday, 31st, 9.00 A.M.
Shanghai, N. China, and Japan ...	Liangchow ...	Sunday, 31st, 9.00 A.M.
Swatow, Straits and Bangkok ...	Amakusa Maru ...	Sunday, 31st, 9.00 A.M.
Swatow, Amoy and Keelung ...	—	—
Shanghai and North China ...	Kansu ...	Monday, 1st, 9.00 A.M.
Haiphong, Pakhoi and Haiphong ...	Kaifong ...	Tuesday, 2nd, 3.00 A.M.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE (DIRECT).

"TEUCER"	12th AUG.	London, Rotterdam & Hamburg.
"TEIRESIAS"	16th AUG.	London, Amsterdam & Antwerp.
"CALCHAS"	30th AUG.	London, Amsterdam & Antwerp.
"KEEMUN"	6th SEPT.	London, Rotterdam & Hamburg.
"NELEUS"	13th SEPT.	London, Amsterdam & Antwerp.

LIVERPOOL SERVICE (DIRECT OR VIA CONTINENTAL PORTS).

"AGAMEMNON"	30th JULY	Rotterdam, Liverpool & Glasgow.
"EURYPYLUS"	30th AUG.	Genoa, Marseilles & Liverpool.
"CYCLOPS"	19th AUG.	Havre, Rotterdam & Liverpool.
"NINGOROW"	8th SEPT.	Genoa, Marseilles & Liverpool.

PACIFIC SERVICE (VIA KOBE AND YOKOHAMA).

"PROTESILAUS"	5th AUG.	Victoria, Seattle & Vancouver.
"IXION"	24th AUG.	—
"TALTHYBIUS"	14th SEPT.	—

NEW YORK SERVICE (VIA SUEZ OR PANAMA).

"HELENUS"	6th AUG.	via Suez
"ASCANIUS"	8th AUG.	for Shanghai.
"TEIRESIAS"	16th AUG.	for Singapore & London.
"ASCANIUS"	7th SEPT.	for Singapore & Liverpool.
"PYRRHUS"	11th OCT.	for Singapore & London.

PASSENGER SERVICE

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO—

BUTTERFIELD & SWIRE, AGENTS

ASIA BANKING CORPORATION (AN AMERICAN BANK)

Capital	US \$4,000,000
Surplus, over	US \$2,000,000
HEAD OFFICE:	BRANCH:
NEW YORK.	SAN FRANCISCO.
Head Office for the Orient,	
SHANGHAI.	
BRANCHES:	
CANTON	HANKOW
CHANGSHA	PEKING
	MANILA
	SINGAPORE
	TIENTSIN
	B. WEUSTHOFF,
	Acting Manager.

SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.
Reading and Writing Rooms, Billiard Room, Officers' Room, G.P.O.'s Room Restaurant, Concert Hall, Church.
Private Cabins and beds in Dormitories.
Motor Launch "Dayspring."

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Vaux Road Central, Hankow Branch:—Panof Building.
DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.
Inquiry on our SPECIAL SERVICE will be welcome.
J. USANG LY, Manager.
Hongkong, July 7th, 1921.

COMMERCIAL

OPENING QUOTATIONS

July 26th

ON LONDON.—	
Telegraphic Transfer	2/9 1/2
Bank Bills, on demand	2/9 1/2
Bank Bills, at 30 days sight	—
Bank Bills, at 4 months sight	2/9 1/2
Credit, at 4 months sight	2/11 1/2
Documentary Bills, 4 months sight	2/11 1/2
ON PARIS.—	
Bank Bills, on demand	645
Credit, 4 months sight	705
ON NEW YORK.—	
Bank Bills, on demand	49 1/2
Credit, at 60 days sight	52 1/2
ON HONGKONG.—	
Telegraphic Transfer	—
Bank Bills, on demand	216 1/2
ON CALCUTTA.—	
Telegraphic Transfer	—
Bank Bills, on demand	218 1/2
ON SHANGHAI.—	
Bank Bills, at sight	—
Private, 30 days sight	—
ON YOKOHAMA.—	
On demand—Pescos	103
ON MANILA.—	
On demand—Pescos	111
ON SINGAPORE.—	
On demand—Pescos	120
ON BATAVIA.—	
On demand—Pescos	168
ON HANKOW.—	
On demand—Pescos	nom.
ON SOERABAYA.—	
On demand—Pescos	75 1/2
ON BANGKOK.—	
On demand—Pescos	75 1/2
SOVEREIGN, Bank's Buying Rate	\$ 7 1/2 n
Gold Leaf 100 fine, per tola	\$30.00
BAR SILVER per oz.	\$31.2

Hongkong—10 cents piece	\$0.05 Premium.
Hongkong 30 "	0.10 Discount
Canton 30 "	15.50
Canton 10 "	0.00

HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong Head Office:
Paid-up Capital ... \$15,000,000
Reserve Funds ... \$2,500,000
Sterling ... \$21,500,000
Silver ... \$21,500,000
Reserve Liability of Proprietors \$15,000,000

Court of Directors:
G. T. M. Evans, Esq., Chairman.
G. M. Donnan, Esq., Deputy Chairman.
D. M. Bernard, Esq., E. V. D. Farr, Esq.
A. S. Gubbay, Esq., W. L. Patterson, Esq.
Hon. Mr. F. H. Holyoak, J. A. Plummer, Esq.
A. O. Lang, Esq., H. P. White, Esq.

Chief Manager:
Hon. Mr. A. G. STEPHEN.
Manager: Hongkong—A. H. BARNES, Esq.
Manager: Shanghai—G. H. STURT, Esq.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER & PARIS BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.
Hongkong, July 13th, 1921.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION.
A. G. STEPHEN, Chief Manager.
Hongkong, December 29th, 1920.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital ... \$23,000,000
Reserve Fund ... \$23,000,000
Reserve Liability of Proprietors ... \$23,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON, Acting Manager.
Hongkong, March 30th, 1921.

BANQUE INDUSTRIELLE DE CHINE. (FRENCH BANK.)

Subscribed Capital ... Frs. 150,000,000
Paid Up Capital ... Frs. 75,000,000
Reserve Funds ... Frs. 60,000,000
Deposits ... Frs. 685,000,000
The Chinese Government owns one-third of the Capital.

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:
Lyon, Hongkong, Yunnanfu, Vladivostok, Hankow, Hanoi, Fochow, Singapore, Canton, Swatow, Shanghai, Tientsin, Yokohama, Hankow, Moukden, Haiphong, London, Antwerp, Bordeaux, Triananfu, Pnom-Penh, Batavia.

BANKERS:
In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In SAN FRANCISCO: Crocker National Bank.

Correspondents in the Chief Commercial Centres of the World.
Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French Exchange.
M. MONTAGNIER, Manager.
Hongkong January 20th, 1921.

The "Three Castles" Virginia Cigarettes

MAGNUMS



CONNOISSEURS admit that no better Brand of VIRGINIA CIGARETTES can be manufactured.

"The larger Cigarette with a Pedigree"

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 2, Queen's Road Central, HONGKONG.
Established 1919.
PAID-UP CAPITAL ... \$2,000,000.00
RESERVE FUND ... \$500,000.00

DIRECTORS:
Mr. Pong Wai Tung, Chairman.
Mr. Chow Shou Son, Mr. Kan Ying Po, Mr. Li Koon Chun, Mr. Mok Ching Kong, Mr. Fung Ping Shan, Mr. Wong Yun Tong, Mr. P. K. Kwok, Mr. Chan Ching Shek, Mr. Ng Chang Lak, Mr. Kan Chiu Nam.

Chief Manager ... Mr. Kan Tong Po.
Asst. Manager ... Mr. Li Tse Fung.

BRANCHES & AGENCIES:—
LONDON, NEW YORK, SAN FRANCISCO, KOBÉ, YOKOHAMA, NAGASAKI, SAIGON, SINGAPORE, PENANG, TIENTSIN, HANKOW, MANILA, BATAVIA, SAMARANG, SOERABAYA.

London Bankers:—The London Joint City and Midland Bank, Ltd.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposits Account at the rate of Two per cent. per annum on Savings Accounts Four per cent. per annum and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3 per cent. per annum
For 6 months at the rate of 4 per cent. per annum
For 12 months at the rate of 5 per cent. per annum
For 24 months at the rate of 6 per cent. per annum
KAN TONG PO, Chief Manager.
Hongkong, October 1st, 1920.

THE BANK OF CHINA.

行銀國中
(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)
Authorized Capital ... \$50,000,000.00
Paid-up Capital ... 12,279,500.00
Reserve Funds ... 7,785,023.00

HEAD OFFICE:—PEKING.
HONGKONG BRANCH:—20-21, Connaught Road Central. Branches and Sub-branches all over China, and Correspondents in Japan, New York, San Francisco, Singapore and Manila.
London Bankers:—The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais, Société Générale, etc.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
Interest on Fixed Deposits at the following rates:—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.
TEU YUE FEE, Manager.
Hongkong, February 7th, 1921.

THE MERCHANTS BANK OF INDIA, Limited.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.
Authorized Capital ... \$3,000,000
Subscribed Capital ... \$1,800,000
Paid-up Capital ... \$1,050,000
Reserve Fund ... \$1,100,000

BANKERS:
THE BANK OF ENGLAND,
THE LONDON JOINT CITY & MIDLAND BANK, Ltd.

BRANCHES:
Bombay, Hongkong, Kuala Lumpur, Bangkok, Calcutta, Howrah, Madras, Shanghai, Colombo, Kandy, New York, Singapore, Delhi, Karachi, Penang, Galle, Kota Bharu, Port Louis (Mauritius).

HONGKONG BRANCH.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.
C. L. SANDES, Manager.
7, Queen's Road Central, Hongkong, April 26th, 1921.

BANQUE DE L'INDO-CHINE. (FRENCH BANK.)

HEAD OFFICE: 10bis Rue La Fayette, Paris.
Subscribed Capital ... Frs. 72,000,000.00
Paid-up Capital ... Frs. 68,400,000.00
Reserve Funds ... Frs. 69,567,203.54

BRANCHES:
Bangkok, Hongkong, Saigon, Batavia, Mouktee, Shanghai, Canton, Nanning, Singapore, Peking, Tientsin, Tohyan, Ato, Yunnanfu, Pnom-Penh, Pondichery.

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Pays-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.
V. MAROT, Acting Manager.
Hongkong, July 12th, 1921.

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:
St. George's Building, Hongkong.
Chairman of Board of Directors
MR. WONG SHIU HAM.
Chief Manager ... Mr. L. S. HOLM.
Asst. Manager ... Mr. K. T. WONG.
Hongkong Manager Mr. I. P. ALLEN.

Foreign exchange and General Banking business transacted.
Current, Savings, and Fixed Deposits bear interest at rates of 2 per cent., 4 per cent., and 5 per cent. per annum, respectively.
L. S. HOLM, Chief Manager.
Hongkong, October 2nd, 1920.

THE BANK OF TAIWAN, Limited. (TAIWAN GINKO).

Incorporated by Special Imperial Charter, 1899.
Capital Subscribed ... Yen 60,000,000
Capital (Paid-up) ... 45,000,000
Reserve Funds ... 9,680,000
HEAD OFFICE:—TAIPEH, FORMOSA.
BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Gilan, Kagi, Kankou, Keelung, Makung, Nanto, Pusan, Shinkai, Taihu, Tainan, Takow, Tamai, Tohyan, Ato.
OHIOA—Shanghai, Hankow, Kinkiang, Amoy, Fochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS: LONDON COUNTY WESTMINSTER AND PARIS BANK, LTD.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtau, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, etc.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.
S. KONDOH, Manager.
HONGKONG BRANCH,
3, Des Vaux Road Central,
Hongkong, September 1st 1920.

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